

# GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

## In This Number:

South Dakota Dealers Favor Terminal Storage Laws

Tolerance on Grain Weights

Grass Seed Dealers Discuss Seed Staining

Given Five Years for Selling Stored Wheat

Chicago Board of Trade Explains Why Market's Traducers Are Wrong

Insurance Against R. R. Hazard

Defense of "No Recourse" Clause

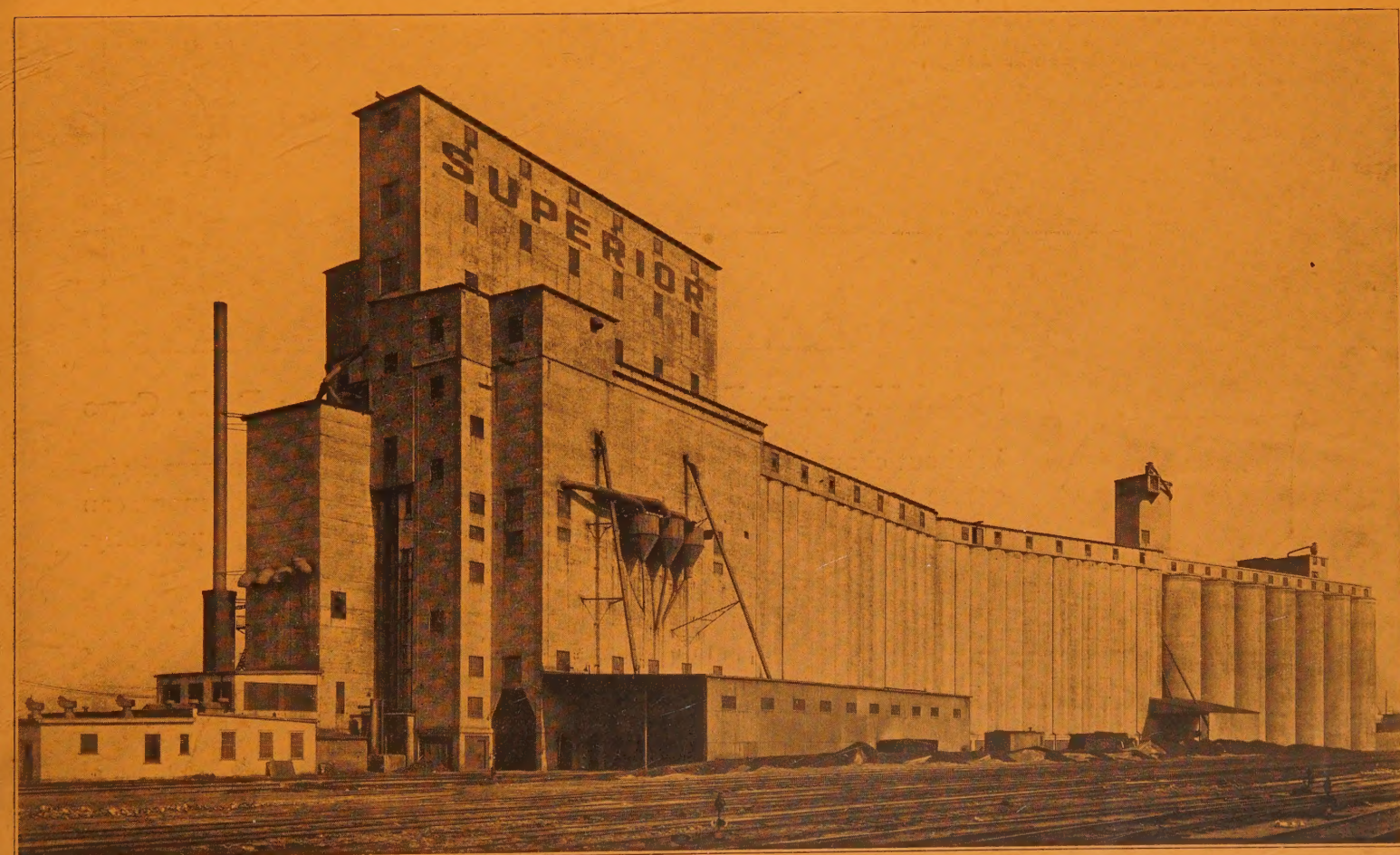
Missouri Dealers Suggest Cures for Grain Trade Troubles

Decision Against State Futures Tax

Ask Grades for Garlicky Wheat

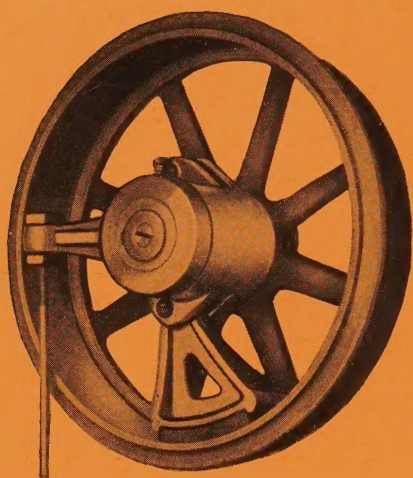
Urge Government Elevators for Mississippi River Crossings

Collecting Undercharge for Consignee



Superior Elevator Co.'s 3,600,000-Bushel Reinforced Concrete Elevator at Buffalo, N. Y.





# STRONG-SCOTT Elevator Back-Stop

*Holds the Leg When the Power Stops*

The instant your elevator leg is stopped for any reason this back-stop HOLDS it there. Slipping is impossible. When the power is again applied the back-stop is instantly and automatically released. Every elevator needs this protection.

## Elevator Head Drive

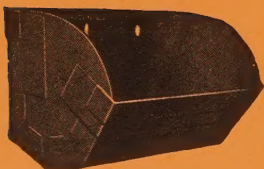
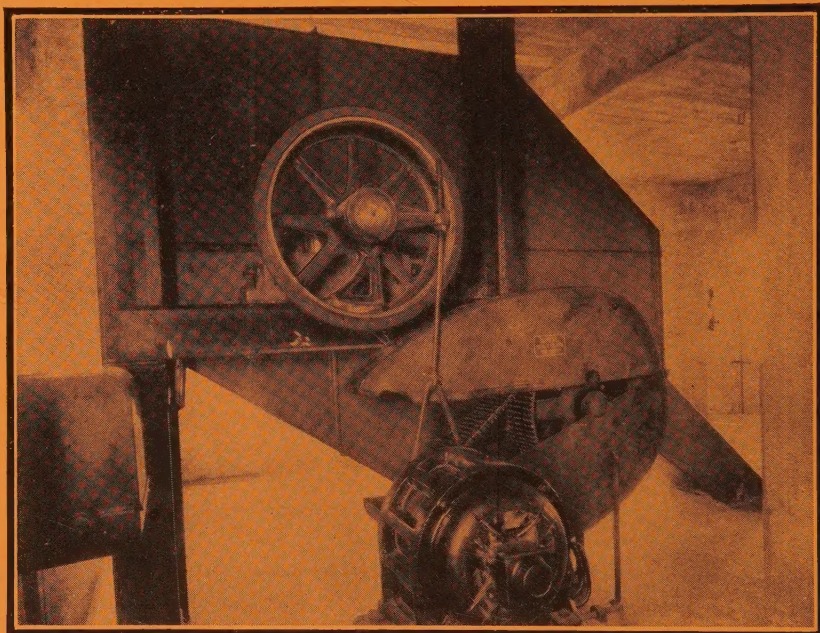
"Katy" Elevator, Ft. Worth, Tex.

Operated by Ft. Worth Elevators Co.

Designed and Constructed by

Southwestern Engineering Co., Springfield, Mo.

View shows Morse Silent Chain Drive  
1st reduction of double reduction head  
drive (Roller Chain 2nd reduction)  
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**vent back-legging.**



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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEXAS.

Amarillo Feed & Seed Co., feed, seed, grain.  
Beasley Grain Co., J. N., grain and seeds.  
Great West Mill & Elevator Co., millers, grain dlsr.\*  
Kearns Grain & Seed Co., grain, field seeds.\*  
Kenyon Grain & Seed Co., grain and hay.  
Stone, Lester, grain merchant.\*  
Strader Grain Co., U. S., grain, seed, feed.\*

### ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.\*

### BALTIMORE, MD.

Chambers of Commerce Members.  
Beer & Co., Inc., E. H., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*

### BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.\*  
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### BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.\*

### BUFFALO, N. Y.

Corn Exchange Members.  
Armour Grain Co., grain merchants.  
Cargill Grain Co., grain merchants.  
Hannon, Harry J., brokerage exclusively.  
Leeson Grain Co., Inc., consignments.  
McConnell Grain Corp., commission and brokerage.\*  
McKillop, Inc., J. G., consignments.\*  
Sunset Feed & Grain Co., Inc., feed and grain.\*

### CAIRO, ILL.

Board of Trade Members.  
Hastings-Stout Co., grain and hay.\*  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.\*

### CHICAGO, ILL.

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Armour Grain Co., grain merchants.\*  
Badenoch Co., J. J., grains, millfeeds, concentrates.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Harwood Co., grain commission.\*  
Chicago Grain & Salvage Co., salvage grain.  
Clement, Curtis & Co., members all exchanges.\*  
Cross, Roy, Eberhart & Harris, grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Harris, Winthrop & Co., grain commission.\*  
Hoit & Co., Lowell commission, grain and seeds.  
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.  
Lamson Bros. & Co., consignments solicited.\*  
Logan & Bryan, grain, stocks, provisions.  
McKenna & Dickey, commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., commission merchants.\*  
Rosenbaum Grain Corp., grain merchants.\*  
Rumsey & Co., grain commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.  
Cleveland Grain & Milling Co., grain merchants.\*  
DeMott Grain Co., receivers and shippers.  
Early & Daniel Co., grain, hay, feed.\*  
Granger & Co., Dan. B., commission, grain and hay.\*  
Scholl Grain Co., grain merchants.\*

### CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.  
Bailey, E. L., shpr. grain, millfeed, oil and c. s. meal.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Shepard, Clark & Co., grain merchants.\*

### COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ILL.

Baldwin & Co., H. L., grain dealers.\*

### DENTON, TEXAS.

Craddock Grain Co., W. F., grain and hay.\*

### DENVER, COLO.

Grain Exchange Members.  
Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Houston Grain Co., wholesale grain.\*  
Kellogg Grain Co., O. M., receivers and shippers.\*

\*Members Grain Dealers National Association.

### DENVER, COLO. (Continued)

Farmers Union M. & E. Co., millers, grain wchts.  
Rocky Mountain Grain Co., export and domestic grain.\*

### DODGE CITY, KANSAS.

Board of Trade Members.  
Christopher & Co., B. C., consignments & futures.  
Goffe & Carkner, Inc., grain commission merchants.  
Isely Lbr. Co., The C. O., cane seed, wheat, kafir.\*

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Board of Trade Members.  
Lockwood, Lee, broker.

### DETROIT, MICH.

Board of Trade Members.  
Caughey Co., Frank T., grain and field seeds.\*  
Blinn, Fred W., grain dealers.\*

### DULUTH, MINN.

Board of Trade Members.  
White Grain Co., receivers and shippers.\*

### EMPORIA, KANS.

Trusler Grain Co., grain merchants.\*

### ENID, OKLAHOMA.

Grain Exchange Members.  
Bennett & Company, James E.  
Bird Grain Company, Henry.\*  
Cox Grain Company, C. H.  
Davis-Noland-Merrill Grain Company.  
End Terminal Elevator Company.  
End Milling Company.\*  
Ferguson-Shircliff Grain Company.  
Feuquay Grain Company.\*  
Gels-Price Elevator Company.  
Goltry Grain Company.  
Henry Grain Company, John.\*  
Humphrey Grain Company, E. R.  
Johnston, W. B.\*  
Randels-Williams Grain Company.\*

### FORT DODGE, IOWA.

Christensen, George, grain broker.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.  
Bewley Mills, flour milling.  
Bennett & Co., Jas. E., grain, stocks, provisions.\*  
Carter Grain Co., C. M., brokerage, consignments.\*  
Dorsey Grain Co., strictly brokers, consignments.\*  
Ft. Worth Elevators Co., gr. merchants, pub. storage.  
Federal Commission Co., brokers, consignments.\*  
Gladney Grain Co., consignments.  
Henderson Grain Co., consignments, brokerage.\*  
Moore-Seaver Grain Co., recvrs., shprs., consignments.\*  
Rogers Co., E. M., strictly bkg. and consignments.\*  
Smith Bros. Grain Co., consignments-merchants.\*  
Transit Grain & Com. Co., consignments, brokerage.\*  
Tillery Grain & Com. Co., export, bkgm. consignments.\*  
Universal Mills, "Superior Feeds".  
West Grain Co., consignments, merchants, brokers.

### GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.\*  
Shaw, Thomas F., export grain.\*

### GRAND ISLAND, NEBR.

Hoagland, R. B., wholesale grain.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### GUTHRIE, OKLA.

Logan County Mfg. & Gr. Co., mchts., pub. storage.

### HOUSTON, TEXAS.

Merchant Exchange Members.  
American Maid Flour Mills, mlg. gr., exporters.  
Beatty-Archer Co., grain brokers only.\*  
Dittlinger Roller Mills Co., H., flour exptg.  
Dixon & Co., E. S., grain receivers, feeds.\*  
Downman Grain & Hay Co., E. C., gr., fd., hav.\*  
Ervine & Co., J. E., wholesale grain.\*  
Rogers, J. E., poultry feed & grain.\*  
Rothschild Co., S., grain, c/s products, rice, b/p.\*  
Saint & Co., Inc., grain & mixed feeds.\*  
South Texas Grain Co., grain & feed.\*

### HUTCHINSON, KANS.

Board of Trade Members.  
Goffe & Carkner, Inc., grain merchants, futures.  
Midwest Grain Co., country run wheat.\*

### INDIANAPOLIS, IND.

Board of Trade Members.  
Bingham Grain Co., The, receivers and shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.\*  
Hart-Maibucher Co., grain merchants.\*  
Kinney Grain Co., H. E., receivers and shippers.\*  
Montgomery & Tompkins, receivers and shippers.\*  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.\*

### KANSAS CITY, MO.

Board of Trade Members.  
Aylsworth Commission Co., grain commission.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, milo.\*  
Davis Grain Co., A. C., grain commission.  
Davis-Noland-Merrill Grain Co., grain mchts.\*  
Denton Hart Grain Co., consignments.\*  
Ernst Davis Commission Co., consignments.  
Lichtig & Co., H., kafir, milo, screenings.  
Logan Bros. Grain Co., receivers and shippers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., wheat, oats, barley, corn.\*  
Shannon Grain Co., consignments.  
Thresher Grain Co., R. J., grain commission.\*  
Uhlmann Grain Co., grain merchants.\*  
Uppdike Grain Corp., consignments.  
Vanderslice-Lynds Co., commission.\*  
Wolcott & Lincoln, consignments, futures.\*  
Wilser Grain Co., consignments.\*  
Wyandotte Elevator Co., grain merchants.\*

### KNOXVILLE, TENN.

Lackey, Douglas W., mlg. grain, milo, alfalfa meal.

### LANSING, MICH.

Chatterton & Son, Mich. grain, hay, beans.\*

### LAWRENCEBURG, IND.

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Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

### LITTLE ROCK, ARK.

Grain Exchange Members.  
Farmer Co., E. L., brokers, grain and millfeed.  
Gordy Co., C. L., grain brok., hay, grain and mill feed.

### LOUISVILLE, KY.

Board of Trade Members.  
Bingham-Hewett Grain Co., recvrs., shippers of grain.\*  
Brandeis & Son, A., receivers and shippers.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., storers and shippers.\*  
Thomson Elevator Co., grain dealers.  
Verhoeff & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

### MCKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

### MEMPHIS, TENN.

Merchants Exchange Members.  
Browne, Walter M., broker and com. consignments.\*  
Buxton, E. E., broker and commission merchant.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.  
Froedtert Grain & Maltng Co., recvrs. and shippers.\*  
Kamm Co., P. C., grain shippers.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.  
Cereal Grading Co., grain merchants.\*  
Davies Co., F. M., grain commission.\*  
Delmar Co., shippers.  
Fraser-Smith Co., grain merchants.\*  
Hallett & Carey Co., grain merchants.\*  
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.  
Hiawatha Grain Co., screenings.\*  
Malmquist & Co., C. A., receivers and shippers.\*  
Sheffield Elevator Co., shippers of grain.\*  
Stuhr-Seldi, shippers grain and feed.\*  
Van Dusen-Harrington Co., grain merchants.\*

### NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.\*  
(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NEW YORK CITY.

Produce Exchange Members.  
Abel-Whitman Co., Inc., The, grain, feed, bkg.  
Jones & Co., M. B., buyers—quote us.\*  
Therrien, A. F., broker.

## OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Choctaw Grain Co., milling wheat specialists.  
Hardeman-King Co., millers, grain dealers.\*  
Jackson Grain Co., grain merchants.  
Mashburn Grain Co., grain and feeds.  
Mid-State Grain Co., The, grain & feed mchts.  
Okla. City Mill & Elevtr. Co., millers, gr. dealers.\*  
Perkins Grain Co., W. L., brokerage.  
Polson Grain Co., mill wheat specialists.  
Scannell Grain Co., E. M., grain and feed.  
Stowers Grain Co., W. B., grain comm. mchts.\*  
Stinnett Grain Co., grain merchants.\*  
Vandenburgh, Jesse, milling wheat.  
White Grain Co.\*  
Winters Grain Co., grain merchants.

## OMAHA, NEBR.

Grain Exchange Members.  
Crowell Elevator Co., receivers, shippers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., commission and brokerage.\*  
Updike Grain Co., milling wheat.\*

## PEORIA, ILL.

Board of Trade Members.  
Bowen Grain Co., H. D., grain commission.  
Cleveland Grain & Mfg. Co., grain commission.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.  
Luke Grain Co., grain commission.\*

## PEORIA (Continued)

McFadden & Co., G. C., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.  
Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

Members Grain and Hay Exchange.  
Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Stewart & Co., Jesse C., grain and mill feed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.  
ST. JOSEPH, MO.

## Grain Exchange Members.

Gordon Grain Co., grain commission.\*  
Heald Grain Co., consignments exclusively.  
Kellogg-Huff Grain Co., grain merchants.\*  
Norton Grain Co., consignment specialist.\*

## SALINA, KAN.

Branson Co., Ted, corn, oats, kafir, hay.

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.\*  
ST. LOUIS, MO.

## Merchants Exchange Members.

Dreyer Commission Co., feedstuffs, grain, seeds.\*  
Hall Grain Co., Marshall, grain merchants.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Martin & Knowlton Grain Co., grain merchants.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*

## ST. LOUIS (Continued)

Turner Grain Co., grain commission.\*

## SALINA, KANS.

Branson Co., Ted, corn, oats, kafir, hay.

## SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.\*  
Custenborder & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

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King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Zahn & Co., J. F., grain and seeds.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*  
Kansas Terminal Elevtr. Co., gr. mchts., public storage.

## WICHITA, KANS.

Board of Trade Members.  
Bedell Elevator Co., milling wheat.  
Blood Grain Co., I. D., receivers and shippers.

## WINCHESTER, IND.

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### The Ady & Crowe Mercantile Co.

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and I am getting lonesome.—O. I. Norden,  
Manager Farmers Elevator Co., Wilson,  
Kansas.

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Members

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Members

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Board of Trade CHICAGO

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**E. W. BAILEY & CO****Commission Merchants**Receivers and Shippers of  
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72 Board of Trade, CHICAGO**J. C. SHAFFER GRAIN CO.**

Grain Merchants

111 W. Jackson Boulevard  
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**BARLEY WANTED****Two Rowed and Heavy White***Send Samples**Also Send Samples Buckwheat***The Quaker Oats Company**

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Chicago, Illinois



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Stocks, Bonds, Cotton, Grain, Copper  
Sugar, Cotton Seed Oil, Provisions  
Private Wires Atlantic to Pacific  
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Consignments and your offers of Grain To  
Arrive will always receive close attention.

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### CEREAL GRADING COMPANY GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice Milling  
Wheat and Rye Selected by Expert Buyers.  
Own and Operate Elevator "L"

Chamber of Commerce, Minneapolis, Minn.

Shippers of

RED DURUM

and other grains  
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Elevator Capacity 2,000,000 Bushels

Read the Advertising pages.  
They contain many stories of interest.  
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CORN -- OATS -- BARLEY -- RYE  
For Prompt Shipment in any Quantity

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Grain, Mill Feed, Mixed Feed Ingredients

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We carry the following cipher codes in stock  
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309 So. La Salle St. Chicago, Ill.

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A complete record of C. N. D. or  
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Each sheet is headed "Board of Trade  
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309 South La Salle St. Chicago, Ill.

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Specializing in Kafir and Milo  
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Consignments  
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48 Years**B. C. Christopher & Co.**

KANSAS CITY MO.

Buyers and  
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**SANTA FE ELEVATOR "A"**  
6 000,000 Bushels

Modern Fireproof Storage



Ask for our bids on Wheat, Corn, Oats, Rye and Barley for shipment to Kansas City and the Gulf—Special Bin Storage Furnished at Regular Storage Rates.

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Operators of Katy Elevator, 1,300,000 bushels capacity, at Kansas CityWHEAT  
and  
OATS**NORRIS GRAIN CO.**

Norris Elevator—Murray Elevator

CORN  
and  
BARLEY**CONSIGN**ERNST-DAVIS COM. CO.  
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Mill Orders a Specialty  
Consignments and Future Orders Solicited  
KANSAS CITY, U. S. A**SHANNON GRAIN COMPANY**  
**CONSIGNMENTS**

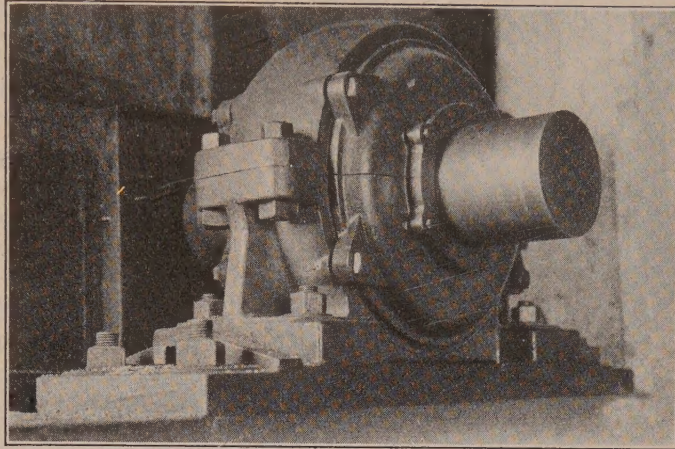
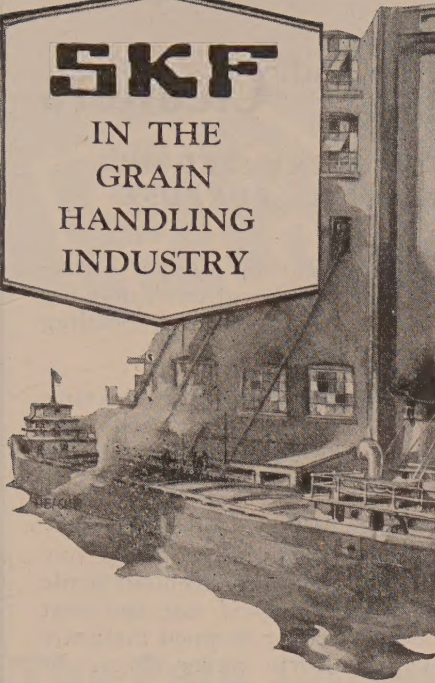
1124 Board of Trade KANSAS CITY, MO.

**WOLCOTT & LINCOLN**  
**CONSIGNMENTS**Future orders executed in all markets  
1407-10 Board of Trade, Kansas City  
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Wichita, Kans. Kinsley, Kans.**SCOULAR BISHOP GRAIN CO.**  
Kansas City CONSIGNMENTS OmahaBoard of Trade  
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Peoria, Illinois

Handling Grain on Commission  
Our Specialty**Turner-Hudnut Company**  
Receivers **GRAIN** Shippers  
42-47 Board of Trade**W. W. DEWEY & SONS COMMISSION MERCHANTS**  
33-35 Board of Trade, Peoria, Ill.I can not do without the Grain Dealers Journal, so make the change in my address at once so that I will not miss an issue.—  
H. C. Clark, Kouts, Indiana.





## Our Daily Bread—Ball Bearings Effect Economical Production in Grain Mills

ON first sight there seems to be little connection between our daily bread and the huge Skayef Self-Aligning Ball Bearing Pillow Block shown above and used in the elevator head of one of the country's largest grain elevators. Yet, its reliability and that of two others used on the same

head, is a factor effecting economical production of the staff of life.

Skayef Self-Aligning Ball Bearing Pillow Blocks and Hangers, because of their ability to transmit power with a minimum of frictional loss, have done much to reduce operating costs in the grain handling industry.

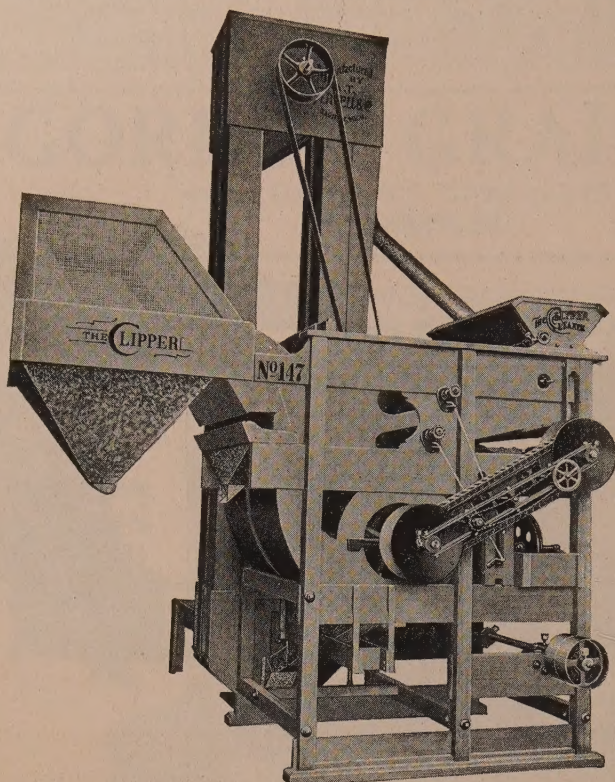
SKF INDUSTRIES, INCORPORATED  
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1658

More than 100 Factory Offices Throughout the World

**Ball Bearings**      **Roller Bearings**





## Clipper Grain and Seed Cleaners

**SUITABLE FOR EVERY SEED OR GRAIN CLEANING PURPOSE**

The illustration shows our No. 147 Clipper Cleaner with Receiving and Sacking elevators, Traveling Screen Brushes, Variable Air Regulator, Settling Chamber and Dust Sack.

This makes a very desirable unit for cleaning clovers of all kinds, timothy and other seeds and seed grain. Requires no line shafting nor pit and can be operated in a room eleven feet high.

**ROLL FEED HOPPER**—We are constantly told by users of wide experience that they consider our New Roll Feed Hopper the best improvement made on Cleaning machinery in years—if not the best ever. The feed can be started or stopped instantly by the clutch, is always uniform, never clogs.

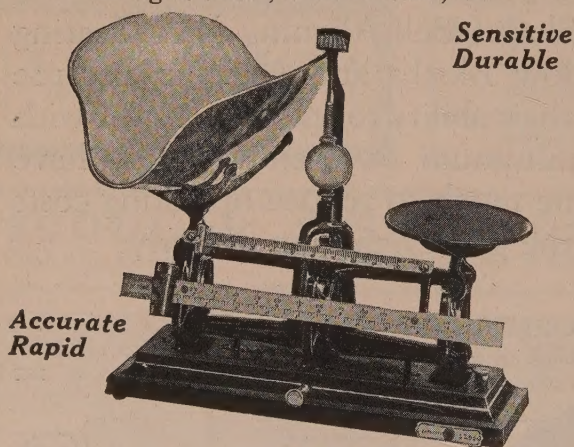
**BALL BEARING ECCENTRICS**—This type of eccentric has been in use on Clipper Cleaners for over a year. We recommend them to all purchasers of our Cleaners. They save power, never knock and cannot get out of line.

**A. T. FERRELL & COMPANY**  
SAGINAW, W. S., MICHIGAN

Catalog on Request

## Grain Grading Scale

Designed in accordance with the suggestions of and supplied to the U. S. Department of Agriculture, Grain Trade, etc.



*Sensitive  
Durable*

No. 6200  
FOR QUICK AND ACCURATE DETERMINATIONS  
of Wheat, Grain, Oats, Rye, Etc., Etc.  
1. TEST WEIGHT PER BUSHEL  
2. DOCKAGE  
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New York  
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It will pay you to become a regular reader of

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Chicago, Ill.



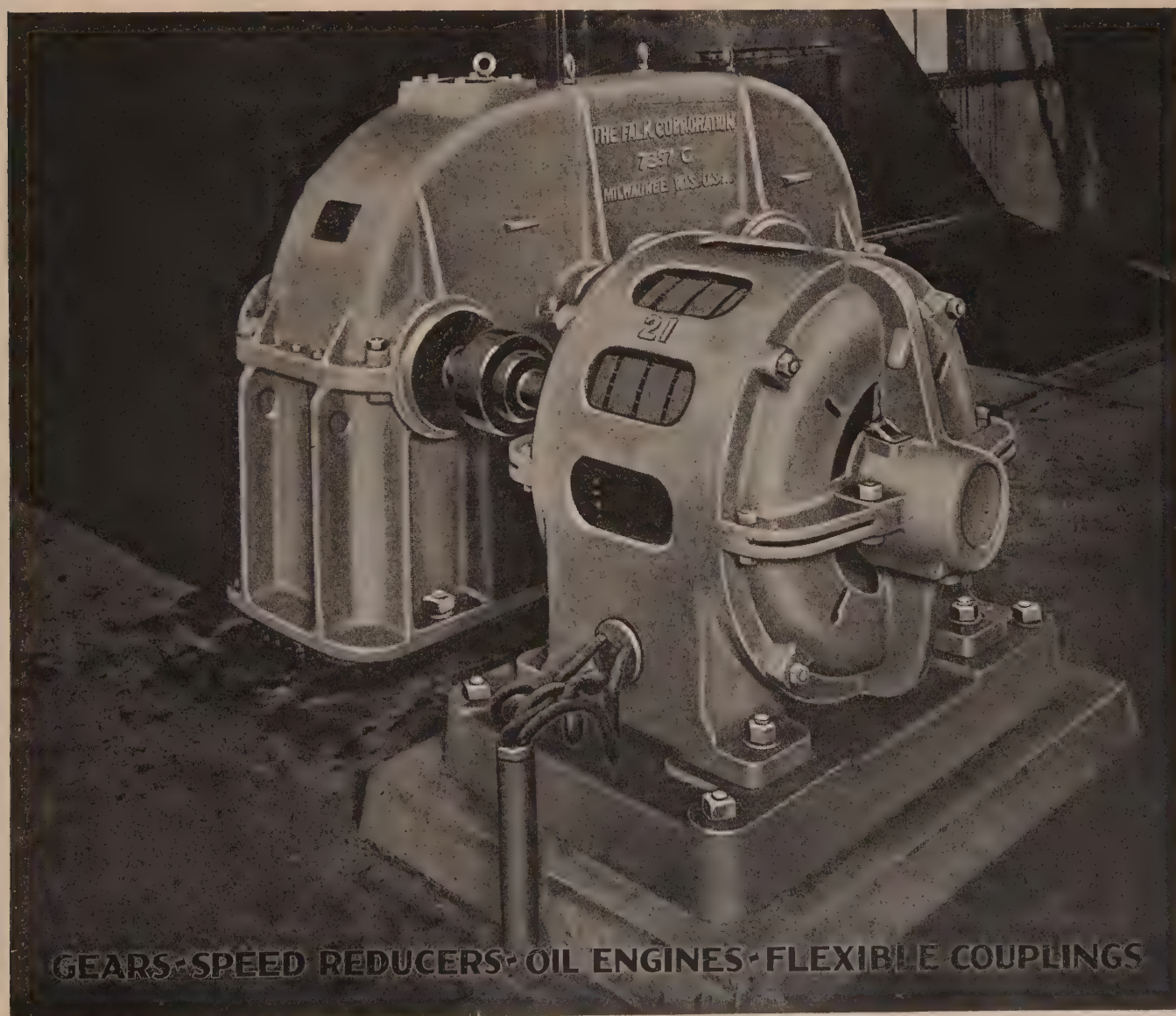


## Speed Reducers

The illustration below shows a Falk Herringbone Gear Speed Reducer installed in the Windmill Point Elevator, Harbor Commissioners of Montreal, Canada.

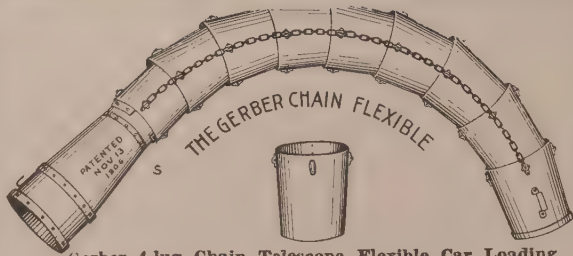
Falk Speed Reducers are installed in practically all of the large, modern elevators. They are efficient and reliable. Trouble-free performance can be depended upon. If you are interested in permanent installations, you will want to know more about Falk equipment.

**The Falk Corporation - - Milwaukee, U. S. A.**



GEARS · SPEED REDUCERS · OIL ENGINES · FLEXIBLE COUPLINGS

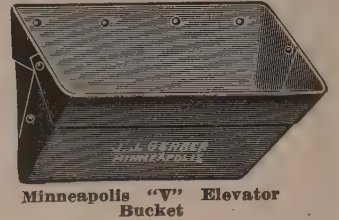




Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

# GERBER

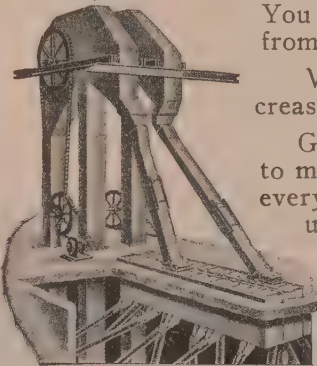
## Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

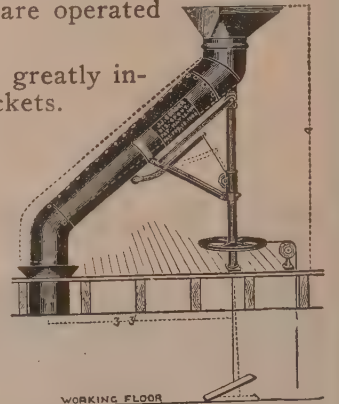
Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin. You have full control of your distributing. All spouts are operated from working floor.



New Gerber Double Distributing Spout; with or without steel spout frame; also made for single and triple leg.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.



The Gerber No. 2 Distributing Spout.

### James J. Gerber

128 Sixth Ave. South  
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because of its better protective qualities, makes frequent repainting unnecessary and so gives better protection at less cost.

It is a natural combination of flake silica-graphite, mined only by ourselves. The vehicle is the best linseed oil obtainable.

Dixon's Silica-Graphite Paint will not peel, crack or flake off because of the natural elasticity of the flake graphite, while the silica is an anchor that withstands wear.

It is made in FIRST QUALITY only with a reputation for economy covering a period of 50 years.

Write for Booklet No. 15B, and long service records.

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JERSEY CITY  
NEW JERSEY

Established 1827

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The quickest way to supply your needs is to tell your wants to a sympathetic audience.

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Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ill.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Elev. Co., Clovis, N. M.

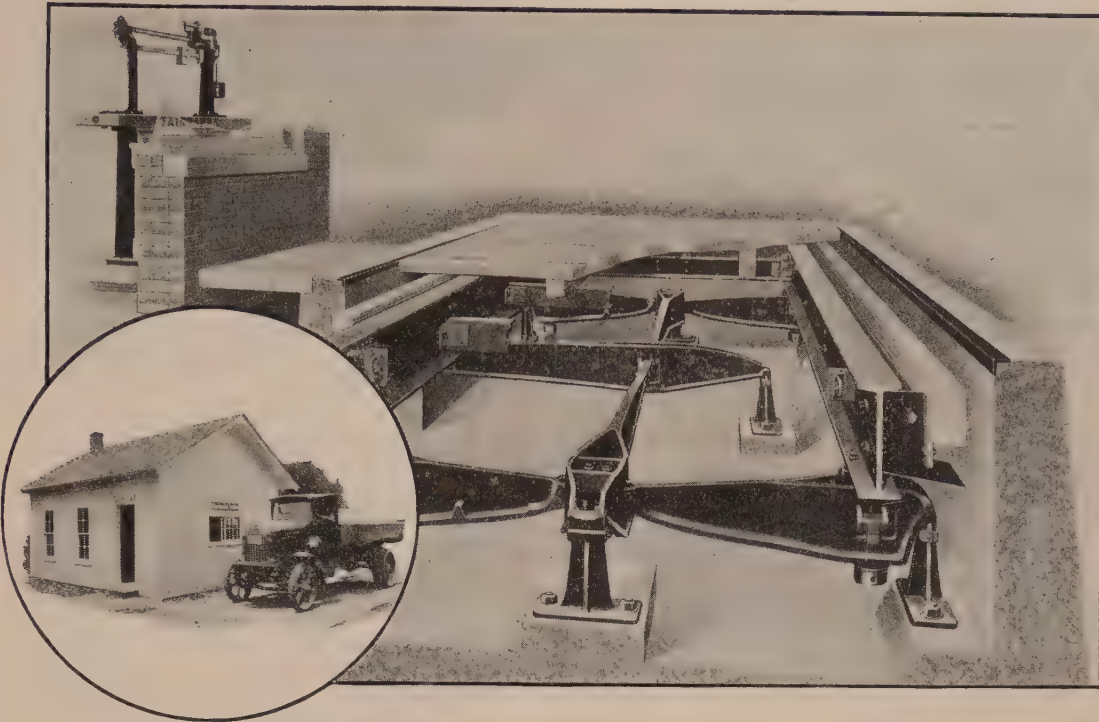
The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

## Grain Dealers Journal

309 So. La Salle St.

CHICAGO, ILLS.





## Fairbanks construction meets this difficult weighing problem

Fairbanks Type "S" Auto Truck Scales are built to weigh accurately the ponderous, unequal loads of heavy duty trucks filled to capacity. They are designed on a scientific principle carefully calculated to resist the terrific thrust of moving on and off the platform. No wagon scale type of weighing system can retain its accuracy under such conditions. Only the multiple lever design of the huge Fairbanks Railroad Track Scales applied to auto-truck requirements can handle all the difficult problems of this kind of weighing.

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gravity to its normal position after displacement by loading. Wear is reduced to a minimum. Accuracy is long-lived.

The scale is quickly and economically installed, because it is shallow. Yet there is ample room for inspection. To speed up weighing it can be furnished with a Fairbanks Full-Capacity Direct-Reading Dial.

More than ninety years of successful scale building and Fairbanks unequalled reputation in the scale industry is your assurance that you cannot buy a scale better suited to the requirements of auto-truck weighing than the Fairbanks Type "S" Auto-Truck Scale.

A Fairbanks representative will gladly tell you more about this super-scale. Mail the coupon for full description and specifications of the Type "S" Auto Truck Scale

# FAIRBANKS SCALES

New York  
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## THE AUTOMATIC SCALE PROVEN BY THE SUPERVISED CARLOAD HOPPER SCALE

Where there is no leakage from car in transit and only the unavoidable differences due to loss of dust in handling, sampling, and the normal tolerances of two scales, a properly-operated Richardson Automatic Self-Compensating Scale at shipping point and a Supervised Carload Hopper Scale at destination check out as follows. These weights are not hand-picked but taken as they came from records of a large terminal grain dealer.

Car. No.	Initial	10 bu. Per Draft Automatic Scale Shipping Weight	Supervised Carload Hopper Scale Destination Weight	Short
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221897	NYC	80,000 lbs.	79,975 lbs.	25 lbs.
42627	Sante Fe	80,000 lbs.	79,925 lbs.	75 lbs.
706002	CM&StP.	80,000 lbs.	79,920 lbs.	80 lbs.
76683	WAB	80,000 lbs.	79,905 lbs.	95 lbs.
552154	CGR	80,000 lbs.	79,920 lbs.	80 lbs.
81339	PM	80,000 lbs.	79,910 lbs.	90 lbs.
80938	WAB	80,000 lbs.	79,950 lbs.	50 lbs.
712020	CMSP	80,000 lbs.	79,950 lbs.	50 lbs.

Why not protect your grain shipment with a  
**RICHARDSON AUTOMATIC?**

### Richardson Scale Company

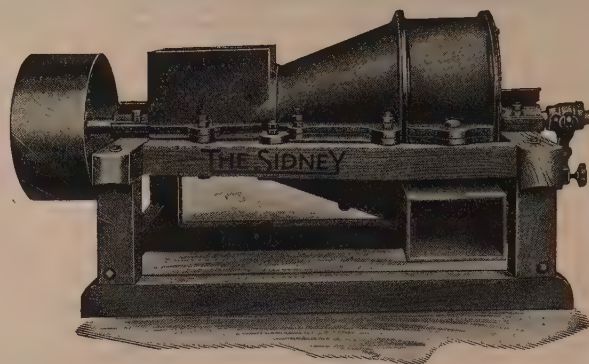
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## Sidney Corn Shellers

All Styles

The Standard for Years

High in Quality--Low in Price

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

**The Sidney Grain Machinery Co.**  
Sidney, Ohio

Successors to Philip Smith Mfg. Co.

## Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$  inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

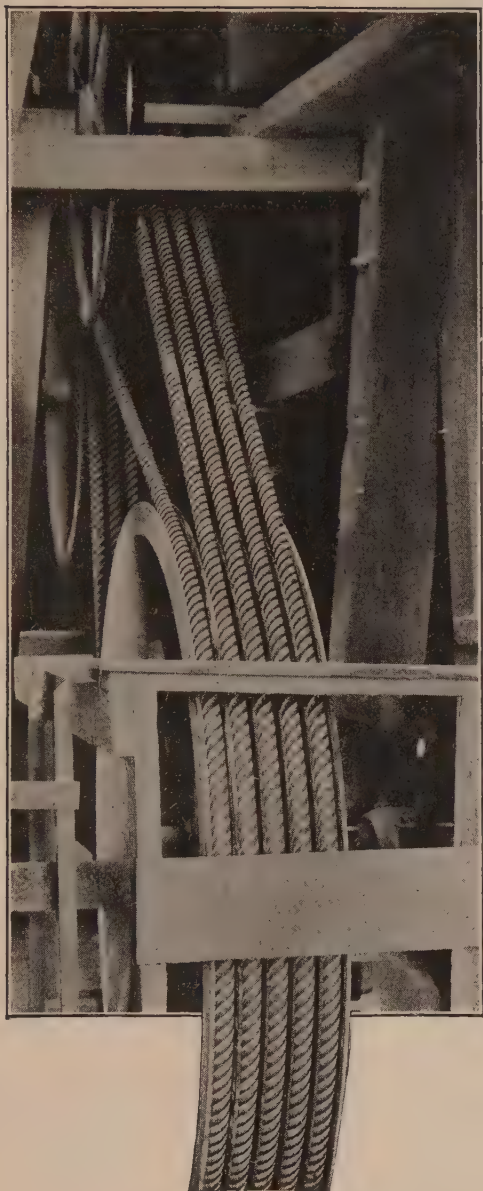
### Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



# The Proper Transmission Rope



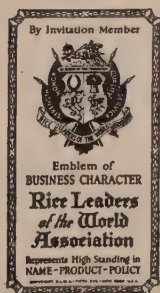
After all is said and done, a properly installed rope transmission system is no better than the rope with which it is equipped. It therefore pays from every standpoint to obtain a quality rope.

## Columbian

Tape-Marked Pure Manila  
Transmission Rope

is a leader in the power field. The specially selected, long, Pure Manila Fibre gives this brand extra long wearing qualities. In proof of the manufacturer's confidence in this good product, a red, white and blue *Tape-Marker* containing the words, "Guaranteed Rope made by Columbian Rope Company" has been placed in one strand of every Columbian Transmission Rope. You will also find red and blue yarns on the outer surface of this rope.

When you renew the rope on your drive, be sure to obtain the proper Transmission Rope by specifying Columbian.



### Columbian Rope Company

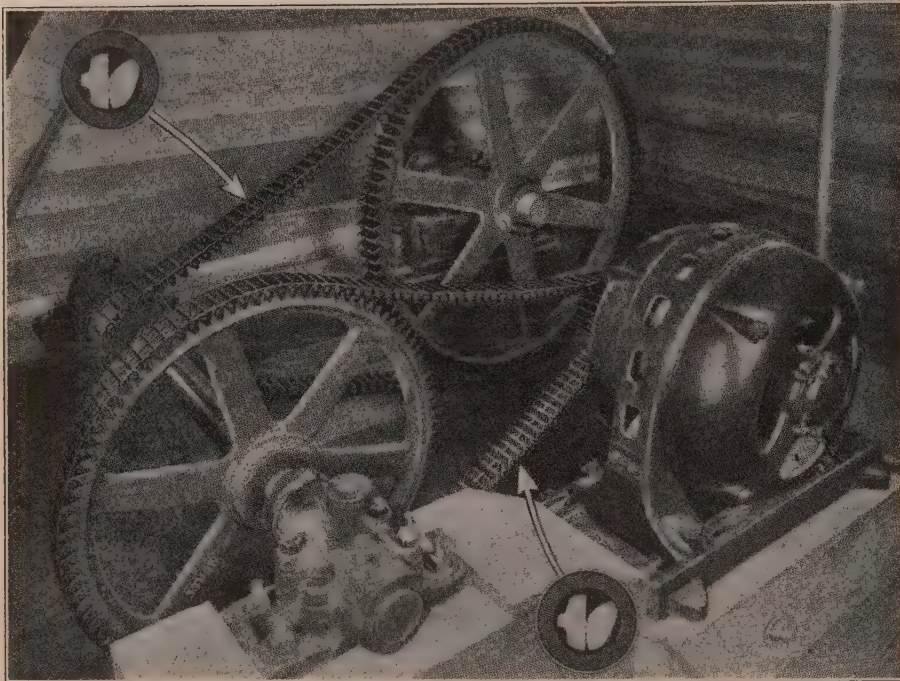
Genesee Street

Auburn, "The Cordage City" N. Y.

Branches : New York Chicago Boston New Orleans







20 H. P. Morse Double Reduction Silent Chain Drive from motor to elevator head as installed in Rock Island Elevator, Council Bluffs, Ia., by Folwell-Ahlskog Co. First reduction—Driver, 865 r.p.m., Driven, 166 r.p.m., 40 inch centers. Second reduction — Driver, 166 r.p.m., Driven, 30 r. p. m., 54 inch centers.

## A 98.6% Efficient Speed Reducer

Flexibility, positive speed ratios, 98.6% sustained efficiency, low installation cost, these features combined with long life and economical operation make the Morse Silent Chain a most effective Speed Reducer.

Single reductions up to 10 to 1 and double reductions of 22 to 1 and higher. Capacities of one-tenth to 5,000 H. P., centers down to 12 inches. Whatever your needs, better results are possible with Morse Silent Chains.

Consult us in solving your Speed Reducer problems. Engineers experienced in your requirements are always ready to cooperate.

**MORSE CHAIN CO., Ithaca, N. Y., U. S. A.**

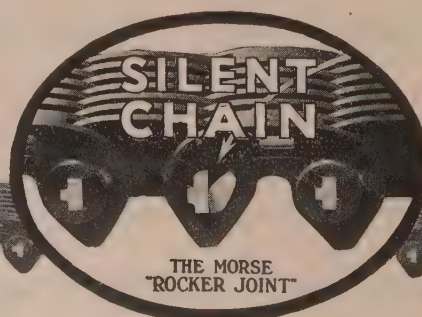
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### Younglove Construction Company

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Concrete Pits that ARE Waterproof

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Designers and Builders of  
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ELEVATORS and  
INDUSTRIAL PLANTS  
SPRINGFIELD, MO.

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Grain Elevators a Specialty

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is the mark designating the best in Grain  
Elevator Construction at normal prices  
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Board of Trade  
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Designers and Constructors  
of the better class of grain  
elevators—concrete or wood.

## HICKOK Construction Co. MINNEAPOLIS ELEVATORS

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Specialists in  
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Our elevators stand every test,  
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and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Want a Job?—Advertise in the Situation Wanted  
columns of the Grain Dealers Journal

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
**GRAIN ELEVATORS**  
Any Size or Capacity  
523 Board of Trade Bldg., Indianapolis, Ind.

### HORNER & WYATT

Designers of  
Flour Mills and Grain Elevators,  
Warehouses, Power Plants and  
Industrial Buildings.  
Preliminary Sketches and Estimates,  
Valuations and Reports.  
New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we  
issue a net price catalog. If in  
the market write us for one.

**WHITE ★ STAR ★ CO.**  
WICHITA, KANSAS

The paper the Grain Dealer  
supports, because it supports  
the Grain Dealer—  
GRAIN DEALERS JOURNAL

### Want an Elevator?

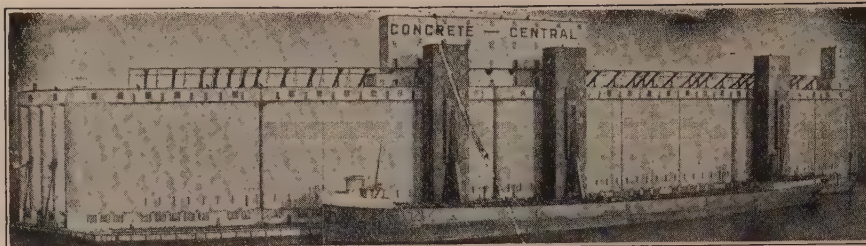
Then consult the "Elevators  
for Sale" columns in this issue  
of the Grain Dealers Journal.

GRAIN and COAL ELEVATORS  
**T. E. IBBERSON CO.**  
CONTRACTING ENGINEERS  
MINNEAPOLIS, MINN.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.



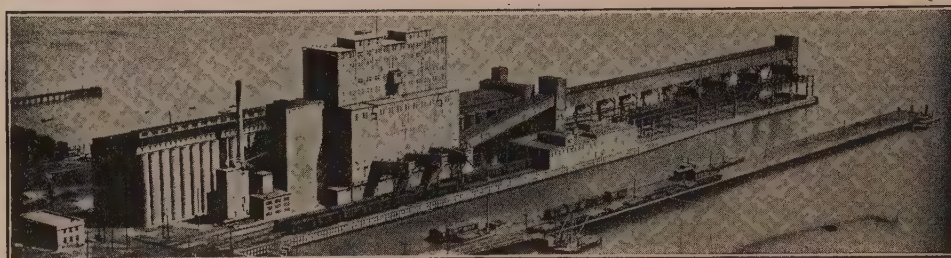
Operated by  
The Eastern Grain,  
Milland Elevator  
Corporation



Concrete-Central  
Elevator, Buffalo, N. Y.  
Capacity  
4,500,000 Bushels

Designed and Built by  
**Monarch Engineering Company**  
Buffalo, N. Y.

Capacity  
5,000,000  
Bushels



Equipped with  
Four Stewart  
Link-Belt  
Grain Car  
Unloaders

**Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World**

Designed and Constructed by  
**James Stewart and Company, Inc.**

W. R. Sinks, Mgr. Grain Elevator Dept.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World

1210 Fisher Bldg., Chicago, Ill.



## One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.  
The Saskatchewan Co-operative Elevator Co., Limited.  
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN  
COMPANY, LIMITED**

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



**Missouri Pacific Railroad Co.**

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

DESIGNED AND BUILT BY

**Folwell-Ahlskog Co.**

Engineers and Constructors

323 N. Michigan Ave. Chicago, Ill.



## 2,500,000 Bu. Terminal Grain Elevator

*Designed for*

**The Philadelphia Grain Elevator Company**

Port Richmond

BY

**FEGLES CONSTRUCTION CO., Ltd.**

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



## Santa Fe Elevator "A"

**Kansas City, Kans.**

Capacity  
6,500,000 Bushels



**John S. Metcalf Co.**

*Grain Elevator Engineers and Constructors*

111 W. Jackson Blvd., Chicago

54 St. Francois Xavier St., Montreal

837 W. Hastings St., Vancouver, B. C.

## Enid Terminal Elevator Company

Enid, Oklahoma

*Present Capacity, 550,000 Bushels*

(Head House equipped to handle 1,250,000 bushels)

Broke ground in January, complete plant placed in operation June 1. Before completion, the SOUTHWEST TERMINAL ELEVATOR COMPANY of Enid awarded us contract for a duplicate of this elevator. The second plant was ready to handle grain September 1. Both are now operating on a profitable basis.

*Designed and Built by*

**Jones-Hettelsater Construction Co.**

*Grain Elevators—Flour and Feed Mills*

708-9 Mutual Building

Kansas City, Mo.



## DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

*There's a Reason*

**The Day Company**

*Dust Collecting Engineers*

1023-5 Lyndale Ave., N. Minneapolis, Minn.

## McKenzie-Hague Co.

*Engineers  
Contractors*

Minneapolis, Minn.



Hallett & Carey Co. Elevator  
Minneapolis, Minn.

Completed August 1, 1926



# Kewanee

## ALL STEEL TRUCK LIFT

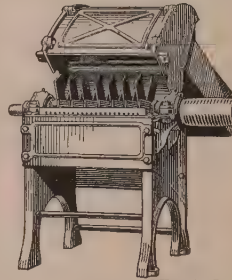
A better truck dumping device—built of steel—hence is everlasting—and the cost installed is no greater than for any other reliable device.

*Kewanee Implement Company*

KEWANEE - - - - - ILLINOIS

## The W-W Hammer Type Feed Grinder

The World's Greatest Feed Grinder



Distributors Wanted.

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

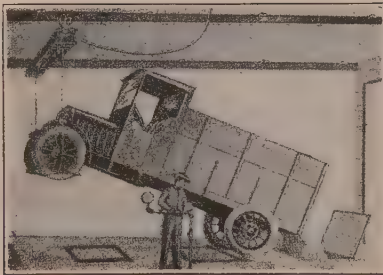
**Price \$150 to \$450**

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.

## STONE'S VEHICLE DUMP



Adjustable to all conditions.

Will dump any size wagon or truck, either long or short, wide or narrow.

Can be used with or without scales.

You can drive on from either end of driveway.

Being portable, will dump into any number of sinks.

Located above driveway, reserving all space below for the storage of grain.

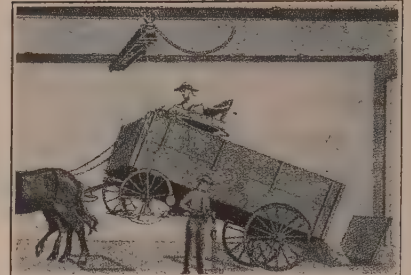
Operated by one man.

Is strong and substantially constructed, entirely of steel.

Will last a lifetime.

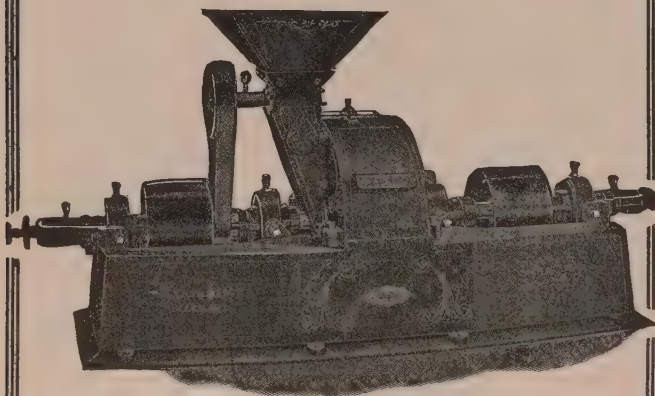
Operated by compressed air.

You do not have to close your elevator to install a Stone's Vehicle Dump, as it is complete and is placed in your driveway like a piece of furniture in your home—without the expense of building a house around it.



R. C. STONE ENGINEERING CO., 806 N. Commercial St., ST. LOUIS, MO.

## The "HALSTED" HAS NO EQUAL



No Seal Rings  
Scientific

Positive Feed  
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

**THE ENGELBERG HULLER CO.**

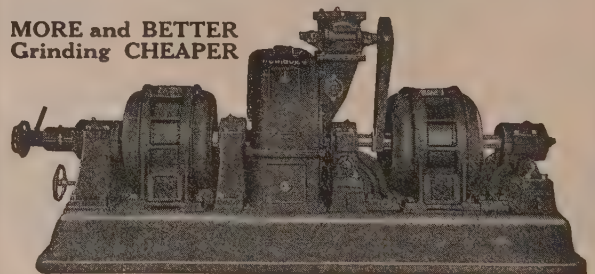
Incorporated

SYRACUSE, N. Y., U. S. A.

For Greatest Profit In  
Feed Grinding, Employ The

## UNIQUE BALL BEARING ATTRITION MILL

MORE and BETTER  
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

**ROBINSON MFG. CO.**

42 Robinson Bldg.

MUNCY, PA.

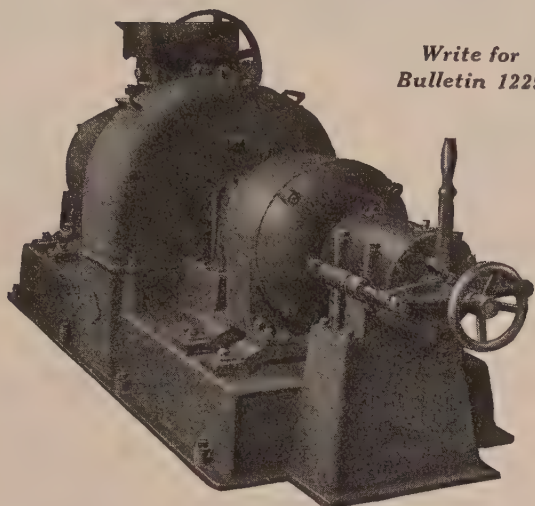
CHICAGO OFFICE—111 W. JACKSON BLVD.



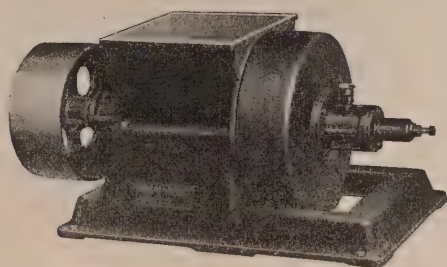
## Allis-Chalmers ATTRITION MILLS GRIND ANY FEED

Allis-Chalmers Mfg. Co.  
MILWAUKEE

Write for  
Bulletin 1229



## DREADNAUGHT EAR CORN CRUSHER



### SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D.

**BRYANT ENGINEERING COMPANY**  
PORT HURON, MICHIGAN

## Gruendler Grinds All Grains

### At Greater Profit

Head and Shoulders above them all  
— Pioneers for over 41 years.



Direct connected with ventilated enclosed motor on permanent base, equipped with automatic feeder and magnetic separator. Bar corn and grain feeder.

### Don't Pay a Penalty in Power and Price to Get Capacity and Fine Uniform Product

THE new GRUENDLER WHIRL BEATER and PEERLESS, light running, high speed feed grinders do the work at **one-half the power** formerly used, absolutely free from vibration by the use of a most scientific balancing method.

This grinder utilizes the Swing Hammer method. Over a million cutting blows a minute. Metal and sand trap prevents harsh foreign substances such as bolts and nails from entering machine. This feature gives it high endorsement by fire insurance underwriters. No metals clash. There is no friction to produce heat.

Every ounce of power is used to grind or crush the substance fed to it by the automatic feed.

### Write for New Bulletin

The Gruendler is the one grinder on the market today which really handles oats and oat hulls in a satisfactory way.

### 30 DAYS' TRIAL

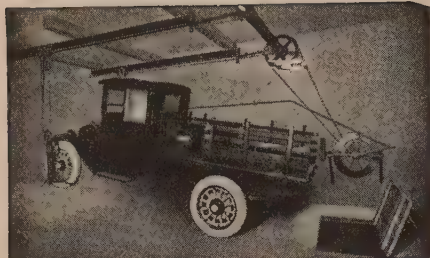
It is to your interest to put this versatile grinder to work for you—it will take care of all your needs at less expense than any similar machine. The Gruendler is sold on 30 days' trial. It proves its worth to you or you are not out one cent.

Send for free details. The sooner you learn of it the quicker you begin to save money and to get better grinding results.

Write us for cost and figures

**Gruendler Patent Crusher & Pulverizer Co.**  
948 North First St., St. Louis, Mo.





### McMillin Wagon & Truck Dump THE PRACTICAL DUMP

Prepare to handle any style or length wagon that may come to your Elevator, as the farmers are each year using more of the long coupled wide-bedded wagons.

The McMillin Dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door.

By extending the track the one device will dump into several dump doors in a line in the driveway.

All dumps equipped for operating by hand or power. TWO horse power motor or 4" belt from other machinery is ample.

The MANY ADVANTAGES of the McMILLIN DUMP are rapidly being recognized, and many Elevator Companies are accepting this opportunity of increasing their business, and equipping their elevator with a device that affords both themselves and their trade a pleasure in handling the many different types of vehicles being used.

#### ADDRESS

L. J. McMILLIN

525 Board of Trade Bldg., Indianapolis, Ind.

### Cover's Dust Protector

Rubber Protector. \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER  
Box 404 South Bend, Ind.



## WHY-A-LEAK —STOP IT—

### BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER &  
BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock,  
Ontario

**CONE-SHAPE GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." E. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

### 10,000 SHIPPERS Are now using

### TYDEN CAR SEALS

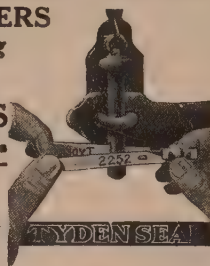
Bearing shipper's name and consecutive numbers.

Prevent  
CLAIM LOSSES

Write for samples  
and prices

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice President  
617 Railway Exchange Bldg., Chicago, Ill.



## When In Minneapolis Stay At The NEW NICOLLET HOTEL

Opposite Tourist Bureau on  
Washington Avenue  
The Northwest's Finest Hotel.  
600 rooms with bath or  
connecting.  
Every room an outside room.  
Largest and Finest Ballroom  
in Northwest.

#### Rates:

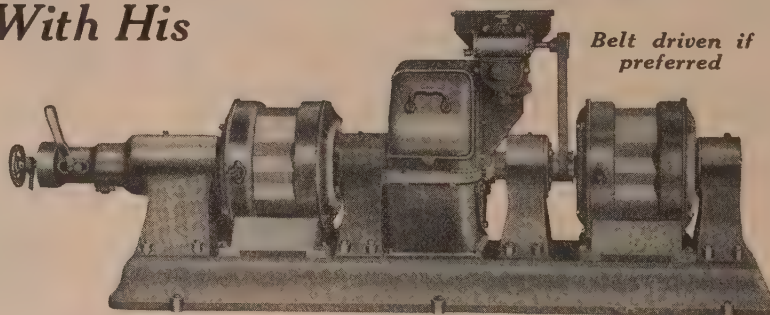
59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

#### MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management  
W. B. Clark

## One User Writes To Another About Low Cost Feed Grinding Done With His



Belt driven if preferred

Enclosed and ventilated motors furnished if desired

## MONARCH BALL BEARING ATTRITION MILL

Ochs Bros. to Ray Yoder about the MONARCH ATTRITION MILL:

For the past fourteen years we have had a Monarch mill in operation, as yet no repairs have been made on this machine, the grinding plates are changed about every twelve months at a cost of less than twenty dollars. Since the time this mill was installed it has averaged ninety bushels of feed ground every working day at an average cost of about 2½¢ per bushel. There are two other type mills in operation in this town and by comparison our machine will grind cheaper per bushel than either of the above mills.

Proof that Monarchs do what we claim for them.

SPROUT, WALDRON & Co.

1202 Sherman St., Muncy, Pa.

Chicago Office Kansas City Office San Francisco Office  
9 S. Clinton St. 612 New England Bldg. 726 Harrison St.





# "Eureka - Invincible" Grain & Seed Cleaners and Feed Manufacturing Equipment

## S. HOWES CO., Inc.

### INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



Grain Mktg. Co.  
Chicago  
Northrup-King Co.  
Minneapolis  
Quaker Oats Co.,  
Plants  
B. & O. Elevator  
Baltimore  
J. C. Hunt Grain Co.  
Wichita Falls, Tex.  
Santa Fe Elevators

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

*Write us for particulars.*

### Cyclone Blow Pipe Co.

2542-52 W. 21st St.

Chicago, Ill.



### THE NEW BADGER CAR MOVER

**30 DAYS'  
FREE  
TRIAL**

Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant,

THE ADVANCE CAR MOVER CO., APPLETON, WIS.



## GIVE HEALTH

*The most valuable and least expensive holiday gift that you can make*

**G**IVE health as a Christmas present—to yourself, to every member of your family, and everybody in your community. You can! Buy Christmas Seals.

The work done by these tiny, mighty little seals has helped to cut the tuberculosis death rate by more than half.

Seal every parcel, letter, and holiday greeting with Christmas Seals. Give health—and feel the joy that comes with the giving of man's greatest gift to his fellow man—healthy happiness now and for years to come.

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS ASSOCIATIONS OF THE UNITED STATES

# UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 5/8 x 7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

## Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE

**FOR SALE**—The Farmers Co-operative Union elevator, coal sheds and warehouses; modern; located at Blair, Nebraska. Address all inquiries to Andrew Beck, Sec'y.

**NORTHERN IOWA**—Elevator property for sale in good territory and an old established business. Price very reasonable. Address 56L1, Grain Dealers Journal, Chicago, Ill.

**WEST CENTRAL ILLINOIS**—27,000 bu. grain elevator for sale on Wab. RR.; large warehouse with basement and office; cement construction; good coal bins. Bargain. Address 57V15, Grain Dealers Journal, Chicago, Ill.

**IF YOU DO NOT** find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

**FOR SALE AT LESS THAN HALF PRICE**—INDIANA grain and coal business, modern, in fine location, good railroad facilities. Good prospect for corn crop. A real elevator as well as a real bargain. Address 57T13, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR AT MELVIN, IOWA**, for sale. Sealed bids will be received at the office of the secretary until 1 P. M., Jan. 4, 1927. All bids to be accompanied by a certified check for 10% of bid. Right reserved to reject any and all bids. Fred J. Bauman, Sec'y, Melvin, Iowa.

**PENNSYLVANIA**—17,000 bu. ironclad cribbed grain elevator for sale, modern type, built new in 1922, on Penna. R. R., with a coal trestle 112 ft. long, 16 ft. high, all steel and concrete. About 3 acres of ground goes with property; 11 miles from one of best small colleges in country. Will make easy terms to a conscientious hustler. Good reason for selling. Write 57W6, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—To be sold at public auction January 19, 1927, at 2:00 o'clock P. M., an old established grain, coal and feed business. Elevator 50,000 bu. cap., handling about 250,000 bus. yearly; electric power; modern equipment; located on the main line of the C., R. I. & P. R. R., in one of the best grain and stock feeding sections of Illinois; good sideline business. For further particulars address Atkinson Farmers Grain Company, Atkinson, Ill.

**BARGAIN IF TAKEN AT ONCE**—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

**EAST CENTRAL ILLINOIS** grain elevator for sale in heart of corn belt. Second largest grain shipping point between Lafayette and Peoria. Average volume for station over 500,000 bu. Best of competition at station and surrounding points. Elevator cribbed construction, capacity 35,000 bus.; new cribbed construction coal bins, new brick office, good ear corn crib, strictly modern 9 room residence. Reason for selling, wish to retire account ill health. Address 57W14, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**CENTRAL INDIANA** elevator for sale or rent. Extra good location, average 150,000 bus. Write 57W16, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—One or two modern elevators for sale in Kaw Valley. Priced to sell. Easy terms, part cash. Address 57X12, Grain Dealers Journal, Chicago, Illinois.

**N. W. MISSOURI**—Modern 10,000 bushel elevator for sale, town of 600 people, good schools and churches, \$6,000. Address 57X3, Grain Dealers Journal, Chicago, Ill.

**WEST CENTRAL INDIANA** Elevator for sale; good plant; good grain, feed and coal trade. Best of reasons for selling. Attractive price. Cannon & Burford, Marshall, Indiana.

**OKLAHOMA**—15,000 bu. elevator for sale; motor power; feed, coal, hay, seed store, hay barn, coal sheds, sweet potato plant; on CRI&P., good farming country. Low price to settle estate. W. D. Mills, Anadarko, Okla.

**NORTHERN ILLINOIS**—Seven grain elevators for sale with coal, fence, lumber and building supply yards at small stations, good proposition, reasonably priced, no trades. Will sell one or more or all together. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

**NORTHWESTERN OHIO**—Modern electrically equipped grain elevator for sale, also flour and feed warehouse. Doing good wholesale and retail business. Modern equipment for handling coal. Ample territory in best grain section. Write 57R19, Grain Dealers Journal, Chicago, Ill.

**THE WANTED - FOR SALE DEPARTMENT** of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

**VALDOSTA, GA.**—15,000 bu. grain elevator for sale, a modern set of corn mills, chicken feed mills, sweet feed for live stock mills, and mill for manufacturing hominy grits, all with hydro-electric power and separate motors for each, in white brick buildings, with warehouse space of 50,000 sq. ft. Sprinkler system fire protection. Plant is practically new throughout; located on 2½ acre tract inside city limits on paved street; city of 20,000; on 3 railroads with joint siding served by Atlantic Coast Line and Southern Rys. A money maker. Will sacrifice for quick sale. Address G. C. Dougherty, 411 N. Ashley St., Valdosta, Georgia.

## ELEVATORS FOR SALE OR RENT

**WISCONSIN**—Two elevators for sale or rent with combined capacity of 35,000 bus. Equipped with two Howe Scales, one Richardson Auto. Sacking Scale, Monitor Cleaner, 24-inch Unique Attrition Feed Grinder direct connected to two 20 hp. motors. Handle flour, feed, seed, etc., also salt, lime and cement. Located on C., M. & St. P. Ry., 32 miles north of Green Bay. Worth investigating. J. N. Bassett, Lena, Wis.

## ELEVATORS FOR SALE OR LEASE

**OHIO** grain elevator and three story brick warehouse for sale or lease, with private siding, coal yard with elevated side track connection. Ideal location for dairy feed manufacturing plant. Write T. C. Linger, Findlay, Ohio.

## ELEVATOR FOR LEASE

**WILL LEASE** elevator in Central Illinois, good terms, possession Jan. 1st. Address 57Y14, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED

**WANTED**—20,000 bu. elevator in corn belt. Prefer Ohio. Address 57Y9, Grain Dealers Journal, Chicago, Illinois.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

## BUSINESS OPPORTUNITIES.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

## STORAGE TANK WANTED.

**WANTED**—One or two slightly used 25,000 to 50,000 bu. capacity steel tanks. Address Lexington Elevator & Mill Co., Lexington, Ohio.

## ADDRESS WANTED.

**ADDRESS** of W. H. Rhodes, author of Rhodes' Calculating System wanted. Address 57V17, Grain Dealers Journal, Chicago, Ill.

## FLOUR FOR SALE.

**MIXED CARS OF FLOUR AND MILL FEEDS** in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. ANSTED & BURKE CO., Springfield, Ohio.

## SAMPLE ENVELOPES.

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" column of the Grain Dealers Journal, and select one at a satisfactory price and station.



## SITUATION WANTED

**POSITION WANTED** as manager of country or branch elevator retailing. Can start on short notice. Address 57Y15, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted as manager or solicitor, either local or traveling, with some good grain firm; best of references furnished. Address 57S9, Grain Dealers Journal, Chicago, Ill.

**WANT** position as manager of Farmers or Indept. Elevator; 15 years' experience; can talk German; best of references; prefer Illinois. Address 57W9, Grain Dealers Journal, Chicago, Ill.

**MANAGER** with 6 yrs. exp. in all sidelines is available for position with elevator or lumber yard; 29 years old; excellent record; good bookkeeper; Iowa preferred. Address 57Y13, Grain Dealers Journal, Chicago, Ill.

**MANAGER** with 15 years' experience desires position with country elevator; understands sidelines, books; best of references. At present employed; good reason for change. Address 57W8, Grain Dealers Journal, Chicago, Ill.

**FARMERS ELEVATOR MANAGER** with a 15 years successful record desires position with good company; good accountant; furnish monthly balance sheets and profit and loss statements; exp. in all sidelines. Address 57Y4, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted as manager of large or small elevator; 30 years' experience in both inland and seaboard elevators; familiar with the office duties as well as the running of elevator machinery. Best of reference, bond if necessary. B. J. Tobin, Burlington, Iowa.

## PARTNER WANTED.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

## BUCKWHEAT

ALL KINDS  
FOR  
ALL PURPOSES

ANY QUANTITY  
CAR LOTS OR  
BAG LOTS

NATURAL OR KILN  
DRIED

PURE KILN-DRIED  
BUCKWHEAT  
FLOUR

WRITE OR WIRE  
FOR PRICES

**H. J. KLINGLER & Co.**

In the Heart of the  
Buckwheat Country  
BUTLER, PA.

Please mention this Journal when writing

## SCALES FOR SALE.

**RICHARDSON** Automatic Scales, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**SECOND HAND SCALES** for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

## SCALES WANTED.

**WANTED**—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

## ENGINES FOR SALE

**FOR SALE**—One 32-h.p. Fairbanks-Morse gasoline engine, good condition, running every day. Object of selling is to install electric power. Price right. Address 57Y12, Grain Dealers Journal, Chicago, Ill.

**GASOLINE AND OIL ENGINES** of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

## HELP WANTED.

**COMPETENT AND EXPERIENCED** elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

## FUNNY EXPERIENCES.

### FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chi-

## MACHINES WANTED.

**WANTED**—Attrition mill, motor driven, used or rebuilt, 22 inch or larger; No. 12 Sullivan Crusher; also reels and elevators for feed mill. The Williams Works, Inc., Huntley, Ill.

**WANTED**—Two used batch mixers for dry feed, not over ½ ton capacity. One sacking scale 2 to 200 lb. capacity. Give full description and lowest price. Goodrich Construction Co., Winchester, Indiana.

## MOTORS WANTED.

**WANTED**—Two 10-h.p. second-hand single-phase motors, with or without starter, in good working condition. Give description and best price first letter. R. M. Van Ness Construction Co., 5 Grain Exchange Bldg., Omaha, Nebr.

**DYNAMOS AND MOTORS WANTED**—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

## INFORMATION BURO.

**READERS DESIRING** to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

## Fresh Florida Oranges

Fresh Sweet Florida Oranges, \$3 per box of three hundred large size. Sound fruit and satisfaction guaranteed or money back. We pay express charges. A box of these makes an appreciated Christmas gift. Remit with order.

ACME FARMS, Gainesville, Florida

## Make Your Business

A Christmas present that will assist it to avoid the snares and pitfalls of new trade highways. Send it the convictions, suggestions and experiences of your brother grain dealers twice each month by subscribing to **The GRAIN DEALERS JOURNAL.**

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the Grain Dealers Journal on the 10th and 25th of each month. Enclosed find Two Dollars to pay for one year.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....

Use Universal Grain Code.



## MACHINES FOR SALE.

ONE BAUER 24-inch ball bearing attrition mill for sale; like new. C. C. Shira, Sidney, Ind.

**BARGAINS**—2 Hess Driers; Motors; 40 HP. Case Horizontal Boiler—in good condition. J. M. Allen, P. O. Box 75, Decatur, Illinois.

**FOR SALE**—One electric elevator in good condition, 3,000 pound capacity. Address The First National Bank, Frankfort, Indiana.

**ATTRITION MILL**—One 24 inch. double head Bauer ball bearing motor driven attrition mill for sale. Address 129 Box, Van Wert, Ohio.

## ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

## YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running a 2 line ad in one issue says: "We had 25 applications from that ad. Thank you."

## ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

**FOR SALE**—Some exceptional offerings in slightly used motor driven attrition mills, assorted styles and sizes. Also several standard motors from 5 to 50 hp., at sacrifice prices. Address Diamond Huller Co., Winona, Minn.

## FOR QUICK SALE

Two 36 inch Bauer Bros. ball bearing, double head, motor driven attrition mills, practically new.

One 24 inch attrition mill, same as above. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**THE BEST WAY** to dispose of anything is to advertise it. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of this publication.

**THREE BLOWERS** for dust conveyors, one 50" National Blower Works make of Milwaukee, Wis., one 60" and one 72" Sturtevant made by the B. F. Sturtevant Co., Boston, Mass.; A-1 condition; will sell reasonably; write for prices.

**THREE THOUSAND** feet 30" four ply rubber belting for \$1.00 per foot, Kansas City.

**SIX FAIRBANKS** Hopper Scales, 1,600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., Box 6406, Sheffield, Kansas City, Mo.

## MACHINERY FOR SALE

**ATTRITION MILLS:** 20, 22 and 24 in. Monarch motor driven; 24" Single Head motor driven Bauer Bros. Belt driven ball bearing attrition mills; 24" Monarch, 24" Bauer, 18" Dreadnaught, 14" Diamond Huller, 18" Halsted plain bearing.

Dust collectors; Car Puller; Four Water-wheels; Elevator buckets and bolts; 7 large elevators; Union Iron Works Corn Sheller with gyratory cleaner; Hutcheson Corn Sheller; 1 Gardner Batch Mixer with Sifter; 1 1000 lb. vertical batch mixer, new; 2 Receiving Separators; 9x24 three high Allis Roller Mills; 9x24 Robinson 2 high ball bearing feed mill; 7x18 three high Allis, corrugated for cracked corn; 2 and 8 bu. Richardson Automatic Scales; 1 late type Richardson 4 bu. Automatic Scale; pulleys; shafting; hangers.

Everything for the elevator and flour mill. Write your wants.

A. D. HUGHES CO., Wayland, Mich.

## MACHINES FOR SALE

**LEHIGH GRAIN DRYER** for sale, capacity 300 bu. per hour; never been used. Will sell at a bargain. If interested write Farmers Grain Co., Larchwood, Iowa.

**FOR SALE**—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

**FOR SALE**—Hammer feed grinder, large capacity, light power; combined Sidney Sheller and Cleaner, 300 bu. capacity; 20 hp., 3 phase motor. W. W. Pearson, Upland, Indiana.

**REPLY REGARDING MY AD.** I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

**FOR SALE**—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. I double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

## MACHINERY FOR SALE

Hercules Crusher, 100 bu. capacity.  
Little Giant Crusher, 30 bu. capacity.  
Triumph Sheller, 100 bu. capacity.  
Chief Ear Corn Crusher and Grinder, 50 bu. capacity.

Scalpers; bag holders; used 18" and 20" ball bearing Monarch Attrition Mills.

L. F. Perrin, Box 375, Port Huron, Mich.

**HAVE NO KICK COMING:** Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

**FOR SALE**—One double stand Nordyke & Marmon, 9x30, roller mill, old style. Rolls corrugated for crimping oats, one pair 8 3/4 inch, other pair 8-3/16 inch.

One No. 7 Monitor Warehouse Separator, a large machine and in good condition.

One Richardson combined automatic feed scale and packer. This machine has been in use several years and is in good condition. Weighs out ground or mixed feed and packs it in sacks with screw packer. Capacity about 5-100 lb. sacks per minute. Will handle ground oats, dairy feeds, mash feed, etc. Requires power to operate packer.

One S. Howes Bran Packer; used only 2 days.

J. J. BADENOCH CO., Chicago, Ill.

## REAL BARGAINS.

**Prompt Attention.** Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

SPROUT, WALDRON & CO.,  
9 S. Clinton St., Chicago, Ill.

## WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

## Bargain Sale in Soiled and Shelf Worn Books.

**Triplicating Grain Ticket Book;** used as salesman's sample; slightly damaged. Price \$1.00 and postage. Weight 2 1/2 lbs. Order "Bargain 19 G T."

**Two Railroad Claim Books** containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

**One Scale Ticket Copying Book** containing 150 pages of four tickets and four duplicates to the page. Used as printer's sample; slightly damaged. 75c and postage. Weight 2 lbs. Order "Special 73."

**Scale and Credit Ticket Book,** 100 pages each original and duplicate, 5 tickets to page, machine perforated, 4 sheets carbon. Used as salesman's sample. Price 75c and postage. Weight 1 3/4 lbs. Order "Special 51."

**Gas Engine Handbook,** by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3 1/2 x 5 1/2, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

**Receiving and Stock Book** for keeping separate daily record of each kind of grain received; 160 pages; 20 lines to page; space for 3,200 loads of grain; printed on ledger paper, high grade binding. Soiled; price \$2.00 f. o. b. Chicago, weight 2 3/4 lbs. Order "Special 321."

**One Double Indexed Car Register,** used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for recording 29 shipments. Soiled from being used as printer's sample. Price \$1.75 f. o. b. Chicago. Order Special 14AA.

**Sales, Shipments & Returns,** a combined sales and shipping ledger, providing spaces for complete detailed information regarding returns from each shipment; 80 double pages, each page containing space for recording 29 shipments. Soiled from being used as printer's sample. Price \$1.75 f. o. b. Chicago. Order Special 14AA.

GRAIN DEALERS JOURNAL,  
309 S. LaSalle St., Chicago, Ill.



**If You Need HAY**  
write us for delivered price

The Proper  
**Christmas Present**  
for your business or a Brother  
Grain Dealer is a copy of  
**Universal Grain Code**

the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price \$3.00.

**Grain Dealers Journal**  
305 South La Salle Street CHICAGO, ILL.



## SEEDS FOR SALE—WANTED

### Directory

#### Grass and Field Seed Dealers

##### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

##### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds

##### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

##### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds

##### FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.  
Kraus & Apfelbaum, field seed dealers.

##### INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

##### KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.  
Rudy-Patrick Seed Co., field seed merchants.

##### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

##### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., field and grass seeds.  
North American Seed Co., wholesale grass & field seeds.

##### MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.  
Northrup King & Co., field seeds.

##### ST. LOUIS, MO.

Corneli Seed Co., field-grass-garden seeds.  
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

### SEEDS FOR SALE.

RED TOP SEED for sale, best of all, 98%.  
25c per lb. Samples on request. Patoka Farmers  
Co-op. Elevator Co., Patoka, Ill.

SEED BUYERS AND SELLERS can quickly  
sell any quantity or buy any amount or qual-  
ity by making their wants known through the  
"Seeds for Sale—Wanted" columns of the Grain  
Dealers Journal, Chicago, Ill.

## You Can Sell Your Elevator

by advertising directly  
to people who want to  
buy, by using a

**Grain Dealers Journal  
Want Ad.**

### BUCKEYE BRAND FIELD SEEDS

Strictly No. 1 Quality

The J. M. McCullough's Sons Co  
CINCINNATI OHIO

### CORNELI

Seed Company

Saint Louis, Missouri  
FIELD—GRASS—GARDEN SEEDS  
Weekly Price List on Request

### ED. F. MANGELSDORF & BRO.

Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodde  
Seeds, Sudan Grass, Soy Beans, Cow Peas

First and Victor Streets

St. Louis, Missouri

## We Buy SEEDS

Red Clover, Alsike Clover  
Sweet Clover, Oats, Millet,  
Spring Rye, Timothy, Etc.

Mail us samples for bids  
Sample bags sent on request

**NORTHROP, KING & CO.**

Minneapolis, Minn.

### COURTEEN Seed Company

Weekly Price List on Request.  
Milwaukee, Wis.

MISSOURI GROWN  
BLUE GRASS  
NORTHWESTERN  
ALFALFA

Ask for Quotations  
**RUDY-PATRICK SEED CO.**  
KANSAS CITY, MISSOURI

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA

Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

**KELLOGG**  
SEED COMPANY  
MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

### J. G. PEPPARD SEED COMPANY

Buyers SEEDS Sellers  
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER

KANSAS CITY, MO.

### LOUISVILLE SEED COMPANY, Inc.

Louisville, Kentucky

Buyers and Sellers of All  
Varieties of Field Seeds

Headquarters for Redtop Orchard  
Grass and Kentucky Blue Grass

**North American Seed Co.**  
MILWAUKEE, WIS.

**CLOVERS—TIMOTHY  
ALFALFA**

Get our samples and prices before buying

## Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

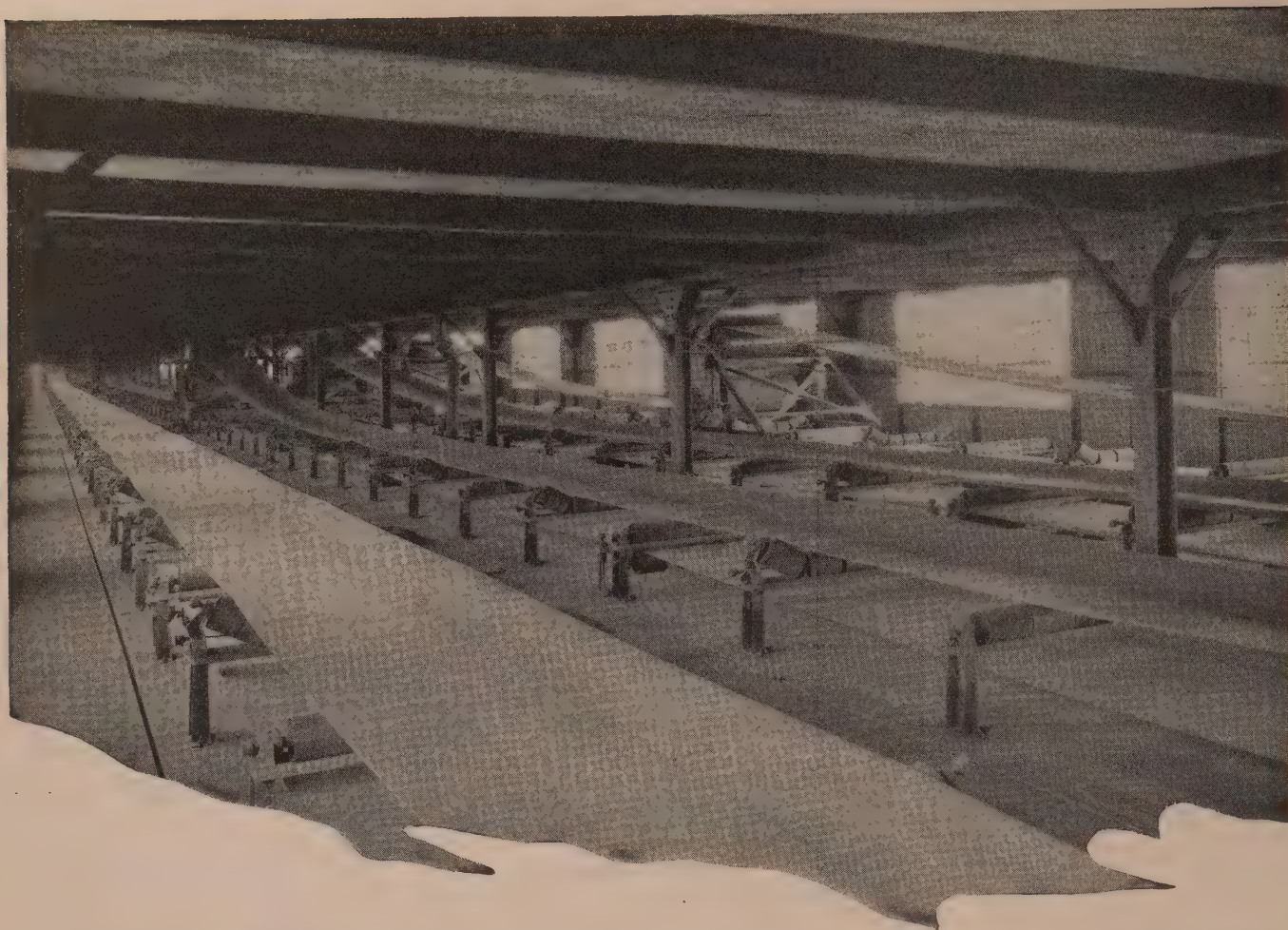
The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.





## The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

looked upon as headquarters for grain handling machinery.

Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc. Consult us regarding your grain elevator needs.

### THE WEBSTER MFG. COMPANY

4500-4560 Cortland Street  
CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

# WEBSTER



## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 20c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1926

STRANGE tho it may seem, a shipper complains in "Asked-Answered," this number, that the railroad furnishes him too many grain doors.

CONSIDERABLE additions to the storage capacity of the country are being made by millers who desire to lay in a supply of choice grain when it is moving to market.

HOUSTON'S PUBLIC ELEVATOR is reported to be losing money just like other public elevators. Storing or transferring grain for a nominal fee cannot be expected to produce surplus revenue.

THE AWARD of a 7½ per cent increase in wages to conductors and trainmen of the Eastern railways does not harmonize with the reduction in freight rates on grain demanded by farm agitators.

MANLIFT CABLES and connections merit frequent and careful inspection. In fact, no accident insurance is as desirable or as profitable as machinery well cared for and kept in prime working condition.

SET SCREWS in driving pulley of electric motor which had been loosened, flew out of the running drive recently, and injured Chas. Wilson of Blockton, Ia. It would not be asking too much to require workmen to disconnect all machinery when loosening any part of them, and keep the machines disconnected until all parts had again been placed in running condition. A little more precaution would save some property as well as lives.

THE CORN BORER seems to be responsible for a violent hysteria on the part of some of the agricultural experts, with the natural result that some of the serious-minded taxpayers are calling a halt.

ADVERTISING side lines is often indulged in by many elevator operators. The same publicity given to the advantages of the elevator as a grain market would no doubt help to improve the grain business also.

MAKING No. 3 wheat deliverable on Kansas City contracts for future delivery at a reduced discount will make the market more serviceable for hedging. Millers will still be able to get just what they require at the sample tables.

FIRE BUGS have been infesting so many of the elevators in the Northwest recently that property owners are employing more night watchmen and setting more traps for the incendiaries than ever and nearly everyone wishes them success.

SPRING WHEAT on both sides of the Canadian boundary has been marketed in poorer condition this year than for many seasons. The weather man has stubbornly refused to turn off the water, so most of this section has finally become possessed of bountiful subsoil moisture.

MISSOURI DEALERS have also decided that the business is suffering from some very bad practices, and while they actually ventured to suggest some very practical remedies at the recent meeting, still no determined effort is to be made to stamp out the old-time methods which have proved so disastrous.

TIPSTERS and market forecasters put up a pretentious front to suckers, but are never heroes to their valets. Too often the information bureaus are owners of worthless shares they are trying to work off on an unsuspecting public, by including the trash in a list of good securities on which they send out the tip to buy.

PROMPTLY reporting correct weight of grain loaded into car safeguards the interest of all concerned and helps the commission merchant to find buyers in advance of the arrival of the shipment. Advance notices of kind, weight, grade, and date of shipment will always prove of help to the consignee and expedite sale of shipment.

SHIPPERS in the neighborhood of Dwight, Ill., are planning a protest against the wide variation in the classifying of their grain shipments. While farmers' protests may help to improve the grading, it can never be expected that the grading in all markets will be uniform, because the experience, judgment and care of the different licensed inspectors varies widely, and always will.

AN OKLAHOMA gas engine in the Welch Grain Co.'s elevator recently lost its head or governor and before the manager could turn off the power, both fly wheels were scattered in many different directions. No one was seriously injured, although the manager was knocked down. If you can't control any part of your elevator machinery, you had better dispose of it as quickly as possible.

POSTING PRICES is a good practice if the dealer persistently sticks to those prices. Every time he overbids his own prices he helps to destroy any confidence his farmer patrons may have possessed in his prices.

AN ILLINOIS DEALER in this number reports that he is making his feed house vermin-proof. That is, he is making it air-tight, building it upon a high foundation, and lining the lower part with screen of small mesh.

A FARMER of Hardin county, Ohio, has just gathered 1,686.8 bushels of well matured corn from ten acres and his son on a nearby farm got 1,676 bushels. He pays about the same taxes as neighboring farmers who got only 24 to 31 bushels to the acre and hardly had time to gather it; they are so busy discussing the need of government relief for grain growers, they have no disposition to apply themselves to the intelligent cultivation of their acres.

BUDGETING a business enterprise allows no money and no machinery to lie idle. Everything is working hard. When the outgo has been calculated, the manager can estimate the margin of profit needed to offset the outgo and leave some profit. In this age of extravagance the National government's budget has been influential in accomplishing savings that led to substantial tax reductions. The example can be copied to advantage by states and grain elevator operators.

THE STATE FUTURES TAX, which has been levied by the State of Missouri on all trades made in that state in grain for future delivery, has been nullified by the U. S. District Court, and the moneys collected from traders since the 5th day of May, 1923, refunded. This will serve to encourage business and discourage the political grafters who are taking advantage of every opportunity to burden business with unjust taxes, in order that the politicians may have more funds to waste in extravagant appropriations.

THE FEDERAL APPEAL now is under attack by the Minnesota State Board of Railroad & Warehouse Commissioners, who have always been jealous of any encroachment by the federal authority. Their action forbidding private agreement to abide by the federal appeal may have had its inspiration in the attempt at the Buffalo convention to change the rules of the National Ass'n to give special recognition to the federal appeal. When both state and federal governments have provided the appeal machinery, shippers should be left free to choose between the two.

STORING GRAIN FREE as an accommodation for farmer patrons has landed one respected elevator operator in the penitentiary, so it is the first duty of every elevator operator to refrain from giving free storage until farmer agrees to grain being shipped out and sold for the account of the elevator operator. When a grain dealer, who tries to accommodate his farmer patrons, loses all in serving them, he should not place his freedom in jeopardy at the same time. Every elevator operator who is doing business in a territory afflicted with the free storage practice owes it to himself to read carefully the decision published in this number.



AN ELEVATOR OPERATOR at Storm Lake, Ia., recently celebrated the starting of his feed grinding equipment by offering to grind free the first three loads received on the opening day, and a \$5.00 cash prize for the farmer who traveled the greatest distance. One farmer, who lives 8½ miles away, drove onto the wagon scale at 12:30 A. M., and captured the first prize. Special Days can be utilized by elevator operators to good advantage in bringing to the attention of their farmer patrons a new department or an improved service. Anything that starts patrons commenting on the enterprise of an institution is sure to prove good advertising.

BANKERS serving shippers as collection agents have always shown a weakness for holding the funds collected in their own vaults in the hope that the bank examiner may call for a report some day when the vaults are chock-full. This practice is but the reflection of a weak financial condition. Recently many shippers have been deprived of their own funds because of the vigilant grasping of the receiver of the bank they employed to collect their drafts. Some shippers are now stamping their drafts with a statement that it is "a cash item and not to be treated as a deposit." No doubt such a precaution will protect the drawer's interest in some states, but in others this practice will not protect until the laws have been changed.

THE COAL strike did not prevent Europe from getting its wheat, but it raised the price of wheat in nearby positions in preference to wheat in Australia and other distant points. This year, to Dec. 4, arrivals of wheat in Europe have been 207,848,000 bus., which is considerably more than a year ago to the same date, 174,664,000 bus., altho there was no strike last year to hinder the movement of grain. Since Aug. 1, North America shipped 192,200,000 bus., against 155,832,000 bus. a year ago, while Argentina, farther away, shipped only 7,371,000 bus. from Aug. 1 to Dec. 4, against 19,760,000 bus. for the corresponding weeks a year ago. Altho the strike was officially declared off Dec. 2, the effect will be felt for some time. In the meantime, wheat will pile up in North America, to be carried by speculators.

SHIPPERS AND RECEIVERS generally have full sympathy with the National Industrial Traffic League in its contention for the shippers' right to execute the "no recourse" clause in a B/L. Carriers generally would deny every one the right to escape any portion of liability for freight undercharges. In fact, they have unjustly collected from both consignors and consignees years after shipments were made. Shippers who are accustomed to exercising foresight always sign the clause on order Bs/L, which provides "the carrier shall not make delivery of this shipment without payment of freight and all other lawful charges." Signing that clause on B/L serves as due notice to carrier that it is expected to collect the legal charges at destination and thus release the shipper from any further liability for those charges. A file of duplicates of such Bs/L might be of great value years hence.

IT IS DECIDEDLY ENCOURAGING to find the Chicago Board of Trade at last coming out with a firm defense of its action and policy. The agitators and political pot boilers have long taken advantage of the Board's silence and maligned and traduced it without hesitation, or any discouragement in the way of a counter-explanation from the Board. It may seem to be undignified to some of the straight backs, but a clear, straightforward explanation should serve to disarm those who are set on painting coal black the Board, in order that they may lead farmer followers to the polls and to the treasurers of the many organizations engaged in agitating the farmer for revenue only.

### The Proposed Tolerances.

The railway ass'ns are assuming to set themselves up as the final authority on what constitutes adequate weighing facilities, altho this question has been settled by Docket 9009.

In their schedule of proposed tolerances between various classes of scales, they do not provide any tolerance for automatic scales. If this is incorporated into a tariff and filed with the Interstate Commerce Commission, the claim agents of the carriers can be depended upon to refuse claims based on automatic scale weights.

As automatic scales are used principally in country elevators to weigh grain out into cars, the manifest purpose of the carriers is to reject practically all claims for loss of grain from cars shipped from country points.

To resist this injustice, the shippers have three courses open to them. They can sit supinely by until tariff has been promulgated and endure the rejection of their claims until some more enterprising shippers start suit on an automatic weight claim, when the court will speedily declare the tariff null and void, by entertaining testimony as to the reliability of the automatic scale used.

Another course is to demand that the tariff be suspended by the Interstate Commerce Commission as soon as filed. The shipper ought to have no difficulty in proving to the satisfaction of the Commission that automatic scales are far superior to the track scales cherished by the railway officials.

The third and perhaps most effective remedy is to go before the state legislatures and procure the enactment of a law similar to that enacted in Illinois, and approved Apr. 25, 1871. The third paragraph of this law, Sec. 118, reads as follows:

"Weighing out—Shrinkage. And said corporation (the railroads) shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinking or other loss in the quantity of the same."

Than this, nothing could be more specific; and we are gratified to observe that the present tariffs of the railroads to this day contain a clause, in the section deducting ⅓ of one per cent for natural shrinkage, providing that the deduction will not be made in shipments to points in Illinois.

The Illinois statute strikes at the purpose behind all the shrinkage tariffs, which is the elimination of small claims for loss of grain in transit. The deduction of ⅓ of one per cent on a car of corn containing 100,000 pounds amounts to nearly 20 bushels and will com-

pletely wipe out a claim for the loss of 15 bushels of corn, valued at \$10.

If shippers generally will join in pushing such legislation in the various states, the carriers will be only too glad to drop their proposed tolerances like a hot potato rather than lose their present advantage in states like Kansas.

### Taking Grain on Storage May Run Into Embezzlement.

The decision of the Supreme Court of Iowa, published elsewhere in this number, holding J. C. Folger guilty of embezzlement and sentencing him to 5 years in the penitentiary, merits careful reading by many thousand dealers who are doing exactly what Folger did. For them the gates of the prison are yawning.

Many hundreds of other dealers who contemplate storing grain for farmers can read the decision with profit, since the court has set out in detail what such a course of action may lead to, and points out just how it is necessary to have an actual present agreement of future sale to earn an acquittal of the charge of embezzlement.

Even so, the dealer who follows the established practice of having an understanding with the farmer that he may ship out the grain at any time and settle later at a price to be agreed upon later at the option of the farmer, still has to contend with the fluctuations of the market between the time that the dealer cashed in on the wheat and the time the farmer demanded the going market price. The market may go against or in favor of the dealer. His alternative is to make a special practice of hedging, with the hazard that the future will not follow the cash.

Many buyers who sell stored grain before settling with the farmer feel that their relation is simply that of creditor and debtor, as in the usual course of dealing the farmer, when he comes in to get a credit, and it is immediately settled by payment in full. This course of dealing lulls them into a false sense of security. If the dealer loses money for a considerable length of time, so that his financial standing is impaired, he is in danger, as the moment he becomes insolvent he also becomes an embezzler.

The buyer who feels that he most store for farmers to meet competition or to hold their good will can protect himself from the embezzlement charge and prison sentence only by having an agreement permitting him to ship out. He will then be in the same financial condition as his brother, the embezzler, with the important difference that he can be cleared by going thru the bankruptcy courts and starting all over again, as there is nothing against him except that he owes his creditors.

Let no reader deceive himself into thinking he is so much cleverer than Mr. Folger that he can tread the devious paths of storage and hedging in safety. Mr. Folger had been connected with the grain business in the states of Iowa and Minnesota for 40 years. He did try to protect himself by buying corn on the Board of Trade in the approved method of hedging; but during part of the time the market was upset, and cash grain advanced and futures declined. He gave up all his property to pay claims, and could not pay his lawyers anything. After a lifetime of hard work, at the age of 68, he was out on bail, staying with some of his children, who were clerking in California. He was always held in the highest esteem, and had served on the town council and on the school board.



## Special Grades for Garlicky Wheat.

The last crop of winter wheat seems to be burdened with more garlic than usual and elevator operators are complaining of their inability to remove enough of the garlic so that the wheat can be used in the manufacture of flour free from the odor of garlic.

The St. Louis trade is thoroughly aroused by the unusual amount of garlic in wheat received in that market and all of the wheat handlers joined in the recent meeting of protest. At first the wheat handlers of that market were disposed to request the Department of Agriculture to establish specific rules for the grading of garlicky wheat, but no formal action was taken and this matter will be considered at a later meeting.

Garlic is such an obnoxious pest to the flour manufacturer and effects such a marked reduction in the value of the wheat with which it is mixed that it would seem some of our grain cleaning experts would devise a machine that could be depended upon to remove all of this odoriferous pest. Agricultural experts have long pleaded with the farmers to cut all garlic out of their fields; their neglect to do so may be due to the light discounts made by grain buyers on wheat because of garlic contained. When the grain dealers are equipped to remove all the garlic they will be glad if the farmer leaves it in so they may make merited discounts and profit by his lax methods of cultivation.

## New Corn Discounted in Grade and Price.

Since new corn has been becoming an increasing percentage of the daily receipts at the Chicago market the quality of the arrivals has been deteriorating correspondingly.

Before new corn became a factor, back in September, out of total receipts for the month of 2,461 cars, 1,123 were graded as high as No. 1, 2 and 3, and only 973 cars were graded as low as No. 5, 6 and sample.

Receipts of corn were fair during the first half of November, the arrivals on Nov. 3 alone being 1,237 cars, with considerable of high quality.

The last half of the month of November receipts fell off remarkably, due to the low prices, poor quality of the corn back in the country and unfavorable weather for shipping. On Nov. 24 the arrivals reported were only 60 cars. Owing to the mixture of conditions the market lacked character during the last half of the month. Discounts on new corn began to grow larger.

On Monday, Nov. 22, one car of new No. 3 yellow sold at 68 cents, while 15 cars of old of the same grade sold at 4½ cents more per bushel. No. 5 new corn sold at 7 cents under old No. 5. On Dec. 2 the discounts widened on No. 5, new yellow selling at 66½ and old at 73 cents. On Dec. 4 the gap was increased, new corn selling at 67 and choice No. 5 old at 74¾ cents.

After Dec. 1, however, the market took on a decided character, cooler weather and higher prices inviting shipments of new corn, materially increasing the arrivals; and during the present week since Dec. 4 the condition of the

corn has been in direct contrast with the September arrivals. During the four days, Dec. 6 to Dec. 9, inclusive, there was received 167 cars of No. 2 and No. 3, and the extraordinary number of 483 cars of No. 5, No. 6 and sample. The No. 5 totaled 166 and the No. 6 totaled 199 cars during the four days. If the crop is to be judged by the early December arrivals, which seems fair, as the crop year begins Nov. 1, the No. 5 corn is to predominate in the season's arrivals.

The terminal elevators will be busy all season turning No. 5 into No. 3, the abundance of No. 6 and sample enabling them to buy the No. 5 at the right price to pay the cost and shrinkage of drying. The elevator men will have to take it out of the price of the low grades, as there is no scarcity of good corn, the outside edges of the corn belt having grown corn that will grade No. 3.

On Dec. 9 at Chicago the receipts included 34 cars grading No. 2 and No. 3, and 102 cars grading No. 5 or lower, which is the poorest condition shown to date.

## Clement Grain Company "Not Guilty."

The case of the Interstate Commerce Commission against the Clement Grain Co. of Waco, Texas, in which the defendant was charged with falsely billing five cars of ear corn, was called for trial at Waco, Nov. 29th. After three and one-half days spent in the presentation of evidence by the Government's Attorneys, the Federal Judge ordered the jury to render a verdict of "Not Guilty."

It seems that the Government was unable to present any evidence sustaining its charges of diverting cars on official inspection without actually having each car inspected. The five cars in question were handled during the months of November and December, 1925, and January, 1926, during which months the Clement Grain Co. handled over a thousand cars of grain. It was shown to be the custom of the Clement Grain Co., upon arrival of cars in Waco, and upon receipt of notice from the Railroad Company of car's arrival, to phone the grain inspection department, giving it the car number and instructions to inspect the grain. After a new bill of lading was made out by the traffic department of the Clement Grain Co., it was taken to the Railroad agent for signing, and in the meantime the sampler of the inspection department would locate the car and draw his sample, and the department would issue a certificate later in the day.

Inasmuch as the Clement Grain Co. does not buy or sell ear corn by grade, it was not inconvenienced if the certificate of inspection failed to arrive until after the car was billed out to another station. The inspection was obtained only in order to comply with the Tariff requirement that the cars "shall be officially inspected," in order to be diverted within the free time free of charge.

After the complaint was filed and indictment returned, careful investigation by the Clement Grain Co. of its files disclosed that these particular cars had been sampled by the sampler of the grain inspection department and samples had been diverted to the Clement Grain Co. A list of other cars not mentioned in the indictment were also presented as evidence in the case. Notwithstanding the Clement Grain Co. had no previous notice of these cars, the Railroad agents claimed that all of them had passed through Waco without inspection. In a hurried search of its files, the Clement Grain Co. found the original invoice, to which was attached the original certificates of inspection. This broke down the Government's case so

completely that the Federal Judge ordered the verdict of "Not Guilty."

The many friends of Ben Clement will be pleased to learn of the favorable result of this trial. It serves to warn shippers generally that they must avoid even the slightest technical violation of the Interstate Commerce law if they are to avoid persecution.

## Decision Against State Futures Tax.

The Board of Trade of Kansas City and the Merchants Exchange of St. Louis, intervening, have obtained from the U. S. District Court a decision that the state tax on grain futures has been nullified by the U. S. Grain Futures Act. Following is the decree in full, as given Nov. 12:

It is ordered, adjudged and decreed, as follows, viz:—

The Board of Trade of Kansas City, Mo., and the Merchants Exchange of St. Louis, plaintiffs herein, were on the 5th day of May, 1923, duly designated as contract markets by the Secretary of Agriculture, under the provisions of the Grain Futures Act, approved September 21, 1922, and are now and have been since the 5th day of May, 1923, operating as such contract markets; all purchases and sales of grain, where the same are not at the time paid for and delivered, and made in and upon the exchange halls of the said Board of Trade of Kansas City, Mo., and the Merchants Exchange of St. Louis, are regulated under the Grain Futures Act, and the regulation thereof by the Congress of the United States, under and pursuant to said Grain Futures Act, is exclusive and has superseded and rendered null and void the Act of the General Assembly of the State of Missouri, approved March 8, 1907, and printed in the official publication of the Session Acts of Missouri for the year 1907, at pages 392 and 393, being Sections 9199, 9200 and 9201 of the Revised Statutes of the State of Missouri for the year 1919.

**Recovery of Tax Paid.**—The plaintiffs are entitled to recover and receive back all moneys deposited with the defendant, George G. Lee, and impounded by this Court, said moneys having been paid in equivalent amounts to the tax imposed by the said Act of the State of Missouri, including the sum of \$3,798 which has been paid over to the said George G. Lee prior to his appointment as receiver herein, by the members of the Board of Trade of Kansas City, Mo., and which sum, pursuant to the order of this Court, has been heretofore paid over by the said George G. Lee to George G. Lee, receiver in this cause; and it is further

**Ordered, adjudged and decreed** that the defendants, North T. Gentry, as Attorney General of the State of Missouri, and Forest W. Hanna, as Prosecuting Attorney of Jackson County, Missouri, and L. D. Thompson, as Auditor of the State of Missouri, be, and they hereby are, perpetually enjoined from instituting, maintaining or prosecuting, or causing to be instituted, maintained or prosecuted, any suit or action, either of a civil or criminal nature, under and by virtue of the provisions of the said Act of the General Assembly of the State of Missouri, approved March 8, 1907, against the Board of Trade of Kansas City, or its members, or Merchants Exchange of St. Louis, or its members, or persons, firms or corporations doing business on said Board of Trade or said Exchange, thru the members thereof, or from instituting or maintaining any suit or action, either of a civil or criminal nature, against the defendant, George G. Lee or the Globe Indemnity Co., a corporation, surety upon the said bond of the said Lee, heretofore given to the Auditor of the State of Missouri, in respect to any funds deposited with the said Lee and which he has heretofore received since the 5th day of May, 1923, from or thru the members of the Board of Trade of Kansas City, for the purchase of stamps; as provided by said Act, and the said defendant, George G. Lee, is perpetually enjoined from paying over any moneys so received by him since the 5th day of May, 1923, to the Auditor of the State of Missouri.

The plaintiffs shall recover from the defendants the costs of this suit to be taxed herein, but, by consent of the plaintiffs, it is ordered that the receiver's fees and expenses shall not be taxed as costs in this suit.

**George G. Lee, receiver** in this cause, is ordered to file his final report, instant, and jurisdiction is retained by the Court, for the purpose of making all proper orders in reference to the report of the receiver, the distribution of the funds in his hands, the discharge of bonds given in connection with the appointment of the receivers, and the deposit of funds, and any other matters which the Court may deem just and proper, in respect to the final disposition of said receivership.

Leave is granted to Merchants Exchange of St. Louis to apply for final decree and orders, not inconsistent herewith, in the ancillary suit brought by it in the United States District Court for the Eastern District of Missouri.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Ardito Wheat?

*Grain Dealers Journal:* I have received a sample of Ardito wheat that was harvested in June. The senders do not state whether it is a spring or winter variety. What is it? Can it be sown here?—R. E. Clouse, Clarkston, Wash.

**Ans.:** This variety comes from Italy where both winter and spring wheats are grown. Inquiry should be made of the senders of the sample of this new variety. Or part of the sample may be sown in the fall and part in the spring, as a test.

### Obtaining Chloropicrin for Insects?

*Grain Dealers Journal:* In your current issue, page 628, there is a very interesting and somewhat lengthy article as touching the use of chloropicrin as a fumigant in dealing with insects that are destructive or injurious to stored grains, seeds, etc.

We have made inquiry of some of the wholesale drug houses here in Atlanta, but they do not seem to know anything about it, and we are asking for information as to who is manufacturing this, if anyone, and approximately what price same can be had for.

We don't like to use carbon bi-sulphide for this work, but it rather seems as if it is the only easily attainable and satisfactory fumigant available.—H. G. Hastings Co., Atlanta, Ga.

**Ans.:** The regulations preventing the economical shipment of small quantities of chloropicrin have been modified, so that it is now being shipped everywhere in steel drums by the manufacturers, Isco Chemical Co., at Niagara Falls, who have sales agents in the principal cities.

### What Is Fair Rental for Site?

*Grain Dealers Journal:* A year ago my boy and I bought an elevator at Harpster, a small station on the Illinois Central, having only the elevator, a garage and the depot. Our elevator occupies 50x200 ft., less than a fourth of an acre, farm land there being valued at \$175 to \$225 an acre. The rental should not exceed \$5 on the basis of 6 per cent. The railroad company wants \$29, and I offered \$10. I pay the Wabash here \$10.

The company gave me 60 days to vacate, and says the time has expired some two or three weeks.

Also the railroad company figures a percentage on the value of the side track.—Geo. C. Tjardes, Emington, Ill.

**Ans.:** The company has no right to force shipper to move unless it contemplates changing the tracks. It would be a safe precaution for shipper to tender the old rent in the usual way and in case it is refused go into court and after reciting the demand for unreasonable rental, apply for a temporary injunction restraining them from moving elevator off its present site without showing cause in court. By such action he will forestall removal by railroad on holidays or some day when shipper is not on guard. The Illinois Central has no right to deprive the station of facilities for shipping grain in bulk nor can it reduce the facilities in fairness to the grain growers of that section.

It is generally conceded that the railroads are entitled to 6% on the fair valuation on the land occupied by the grain elevator, but no more. A fair valuation would be determined by recent sales of land near the site.

The general rule is that the railroad company is required to pay the cost of maintenance of the switch to the point of clearance off the right of way, beyond which the shipper pays the cost; but in the case at Harpster the

entire switch is on the right of way and the railroad company must bear the entire expense, and consequently can make no percentage charge for the cost of the switch track.

We have never known of any railroad moving the grain elevator in defiance of its owner's wishes and we doubt that the Illinois Central will do it if shipper protests but it will surely not do it if he will take out a temporary injunction which could be continued from time to time until made permanent.

### Insurance Against R. R. Hazard?

*Grain Dealers Journal:* We note on page 612, Grain Dealers Journal of the 25th, under Railroad Liability for Wreck at Elevator, last paragraph where you mention insurance against railroad loss liabilities, also mention cost being less than tornado.

We have not looked into this carefully, but what little we have would indicate it is a great deal higher than tornado and would appreciate your referring us to the liability insurance co. in mind when making this statement.—Blaker Lumber & Grain Co., Kansas City, Mo.

**Ans.:** No specific company was in mind. The hazard is so slight that the rate should be nominal.

J. J. Fitzgerald, assistant sec'y of the Grain Dealers Fire Ins. Co., writes:—

The "Grain Dealers Mutual" would be willing, for a very nominal premium, to indemnify any elevator owner for damage he might sustain under the conditions cited in the Journal's article, if it were permitted to do so, but the Act under which we are organized is not broad enough to cover such casualties.

A few years back the stock companies had a bill entered in the legislatures in most all the states enlarging their activities and where this bill became a law, we think the stock companies could accept the risks, but generally speaking, it is one that naturally comes within the province of casualty companies.

There would be such a small amount of insurance offered, it would probably be difficult to get any insurance company to take it on.

### Storing Grain Doors.

*Grain Dealers Journal:* As a shipper of grain we have been having some difficulty with our railroad agent on the matter of grain doors for the cars.

The agent has compelled us to store the grain doors in our building, 100 to 150 placed with us at a time. Our men have to unload them. After unloaded we are responsible for shortage, if any.

To the above we have objected so he states he will store them at the freight house which is about ¼ mile from our plant, and when a car is ordered in we must go to the freight house and get what doors we need. We load 2 or 3 cars per week. Thus we would have to carry as we operate no trucks.

What are the railroads required to do in this case and what we are compelled to do.—Greenville Farmers Exchange Co., Greenville, O.

**Ans.:** It is reasonable to expect co-operation between local agents and country shippers (who, for the most part, come in almost daily contact), in carrying out reasonable measures affecting carriers and shippers. It is a fact that, ordinarily, such co-operation exists to a gratifying degree.

Ordinarily, it would be hard to believe that an agent would object to ordinary grain doors being piled out in the weather, as this is a common practice.

If grain doors are continually misused, misappropriated, stolen, or otherwise lost, or used for purposes not intended by tariffs, it would seem that an agent would be abundantly justified in taking whatever steps may be necessary to conserve and protect the property even to the extent of insisting that grain doors be kept in a place where they will be reasonably safe. For the convenience of both carrier and shipper, this may possibly involve placing them in an elevator or in a freight house. Under such circumstances, it would appear that the closer the doors are safely stored to where they will be used, the better it would be for all concerned. And it would seem "within reason," that needed steps to protect carrier's property would be warranted. Just what may be considered "within reason," would depend upon local conditions, practices, and experience.

There is nothing in the statements foregoing that would give anyone any conclusive idea as to the underlying causes of this seeming controversy with respect to the handling, protection and use of grain doors.

Finally, with respect to tariffs providing that the carrier shall supply the needed grain door material for protecting the doorways of cars that may be loaded with grain in bulk, it is reasonable to suppose that the details of carrying out any such tariff provision may vary according to existing local conditions and experience. It would appear, from the mere statement made that, perhaps, the shipper may not be co-operating wholeheartedly in safeguarding the doors, as indicated by his statement to the effect that the agent wants to hold him responsible for the doors delivered to him for legal use; and that, perhaps, past experience has shown that the doors are not reasonably safe if stored out in the open; and that, in consequence of these things, the agent is taking precautions to protect the carriers' doors; a very natural procedure.

The railroads are required to furnish the doors and the shippers are required to place them in the car. The decisions and rulings have never covered the point as to how far from the point of loading the shipper may be required to carry the doors.

The matter could be adjusted by the railroads throwing off 100 doors at the elevator, taking a receipt from the shipper for the number of doors delivered, and as he is then responsible, permitting the shipper to let them lie out of doors, at the shipper's risk of theft. A shipper ought to be willing to take a little trouble himself for the privilege of having plenty of doors.

### Decision Holding Carrier for False B/L?

*Grain Dealers Journal:* A shipper consigned to us a carload of seed in interstate movement that was short 56 bags from the number called for by the B/L. The weight also was short. The shipper is financially irresponsible. Did not the Journal publish some time ago a decision holding the carrier liable for shortage under quantity specified in the B/L?—J. H. Dole & Co., Chicago, Ill.

**Ans.:** An exactly similar case was published in the Journal for Nov. 10, 1925, page 577, where A. H. Bewsher of Omaha, Neb., got judgment against the C. & N-W. R. Y. Co. for \$595 damages in the U. S. Circuit Court of Appeals under Sec. 22 of the B/L Act, approved Aug. 29, 1916, for having issued a B/L calling for 66,000 lbs. of wheat, when in fact only 45,590 was loaded. Bewsher had paid draft expecting 66,000.

This new law provides as follows: That if a B/L has been issued by a carrier or by an agent the carrier shall be liable to (a) the owner of goods covered by a straight bill subject to existing right of stoppage in transitu, or (b) the holder of an order bill, who has given the value in good faith, relying upon the description therein of the goods, for damages caused by the non-receipt by the carrier of all or part of the goods, or their failure to correspond with the description thereof in the bill at the time of issue.

### St. Louis Considers Garlic.

St. Louis grain dealers and millers met recently to consider a petition presented to the Sec'y of Agriculture by the Commercial Exchange of Philadelphia requesting a revision of grades of garlicky wheat. Action was deferred to a later meeting.

The principal change proposed in the grading of garlicky wheat is to have three designations, namely: light garlicky to contain .01% but not in excess of .02% of garlic; medium garlicky, in excess of .02% and to .05% inclusive; heavy garlicky, in excess of .05%, to be determined on a basis of weight rather than number of bulblets in 1,000 grams.

Some millers hesitate to advocate the proposal, believing it might work against their interests. Grain dealers prefer to believe it would make practically no difference since garlicky wheat is at present sold by sample strictly on its merits.

It is the general belief that the best way to eliminate garlic is to maintain strict grades and liberal discounts to discourage the farmer in growing any but clean wheat.

Present mechanical means to be found in terminal elevators and mills are unable to remove garlic from wheat. The proper place to eliminate garlic is in the field on the farm.



# The Board of Trade Explains Why Market's Traducers Are Wrong

Reports from Iowa criticising the Chicago grain market for a verdict in a recent case in which grain mixing was charged were officially branded as misleading in a letter just sent to all members of Congress by the Chicago Board of Trade.

At direction of Governor Hammill, the Iowa Industrial Commission had made a hasty inquiry into the case in which a grain company was charged with mixing an inferior quality of grain with a bin of rye.

Its incomplete report, which the grain trade assailed as another "drive of Iowa politicians to injure Iowa farmers," was sent to members of Congress by Secretary J. G. Mitchell. The exchange, which had been co-operating with the government in the case, then determined to place the facts before Congress. The Iowans had also assailed the Illinois Commerce Commission and the Department of Agriculture.

In attacking the Iowa commission's new move as "political bosh," grain trade leaders had accused the Iowans of beating down the price of corn the past year by constantly telling the world that there was too much corn and discouraging investment, and declared if Iowa politicians had deliberately set out to injure the farmers they could have done no better.

The statement to congressmen sketches the rye case in detail. It follows:

## Why Rye Was Transferred to Northwestern Elevator "A."

Board of Trade of the City of Chicago,  
President's Office.

Chicago, Dec. 2, 1926.

We are advised that a communication from the Iowa Agricultural and Industrial Commission entitled "Grain Marketing Practices" has been sent to a number of members of Congress from Western states. It seems reasonable to assume that such communication has been sent to all members of Congress.

Under the circumstances, and in view of the fact that so much of what has been said in the newspapers has been in the nature of uninformed, or at best incomplete, statements, it would seem that a statement of facts might clarify the situation somewhat for those who have been endeavoring to form an opinion based on material thus far published. That news reports are incomplete is not strange in view of the more or less technical details which need to be understood to get a grasp of the situation.

Under the laws of Illinois, Class A warehouses (commonly called public elevators) for the storage of grain must be licensed by the State and must furnish to the State a bond for the faithful performance of their duties as warehousemen before they can accept grain for public storage. The laws of the State further provide that no grain may be received and no grain may be shipped from a public elevator except such grain has been inspected and graded by the Illinois State Grain Inspection Department, which is under the control of the Commerce Commission of the State of Illinois and also under the supervision of the Federal Government under authority of the Federal Grain Grades Act, approved 1916.

The Board of Trade has no authority whatever to determine the grades of grain or the grading of any particular lot or carload of grain. All inspections are made by employees of the State of Illinois, licensed by the Department of Agriculture, under the Federal Grain Standards Act. Receipts for grain stored in public elevators, showing the grades fixed by the State, are registered by the Grain Registrar Division of the Department of Trade and Commerce of the State of Illinois. These receipts, when properly endorsed, are ready collateral at banks.

In addition to provisions of the State law, the Board of Trade of the City of Chicago endeavors to throw further safeguards around such of these grain receipts as may come into possession of members of the public through deliveries on contracts in the futures market, by providing that only such public elevators as are willing to submit to further supervision by the Board of Trade may have their receipts made "regular for delivery on Board of Trade contracts."

Most of the operators of public elevators in

Chicago also operate private elevators, as much of the grain which comes to Chicago has to be cleaned or dried before it will be of a grade high enough to be applicable on Board of Trade futures contracts. The Board of Trade, therefore, required of public elevator operators, whose receipts were deliverable on Board of Trade contracts, signature to an agreement, one of the provisions of which is, "We, however, will not accept grain for storage in our regular (public) warehouses that is not satisfactory to the Grain Committee of the Board of Trade of the City of Chicago, as to grade, unless it comes from sources over which we have no direct control."

Another provision of this agreement provided: "Any intentional or wilful violation of the above agreement shall be considered as dishonorable conduct, and subject us to discipline by the Board of Directors" (of the Board of Trade).

Under these provisions of the agreement, a representative of the Board of Trade Grain Committee is customarily present and called upon to pass on grain which is being transferred from private elevators to public warehouses. If the grain is not satisfactory to the Committee, permission to transfer it is refused. This service is performed by the Board of Trade organization as a protection to the public. The Board of Trade maintains, also, a Weighing Department, one of whose duties is to co-operate with employees of the Grain Committee in the supervision of regular warehouses.

One day last April, a small quantity, less than 6M bushels, of rye was transferred from the Northwestern Elevator (a private elevator) to Northwestern "A" (a public elevator) without the approval (as provided in the agreement) of the Grain Committee of the Board of Trade and in the temporary absence of the representative of the Committee.

A deputy of the Weighing Department took a small hand sample of this grain as it passed through the scale bin and brought it to the attention of his superior, who took up the matter with officials of the Board of Trade. The Grain Committee of the Board made immediate investigation and found that the Illinois State Grain Inspector had graded this transferred grain as No. 2 rye, while the small sample taken by the Deputy Weighmaster indicated a quality which would not have been approved by the Grain Committee.

At the instance of the Board of Trade Grain Committee, the entire contents of the bins, into which this 6M bushels had been run, was run over to other bins under supervision of another state inspector and a Federal inspector. At this time the inspector's examination indicated No. 3 rye ergoty, a grade which is not deliverable on Board of Trade contracts. On receiving report of these facts, the Board of Directors of the Board of Trade ordered receipts canceled and the grain removed, and the receipts were canceled and all the rye removed.

As a further protection for the future, instructions were issued to the Board of Trade Weighing Department not to permit grain to pass through the scales before going from private into regular (public) elevators without first having a memorandum of approval from the representative of the Grain Committee of the Board of Trade.

The Board of Trade, in the interest of the public, through its employees, discovered the irregularity of this transfer and took prompt and effective steps to protect the public.

Having taken action to protect any possible owners of grain receipts in this regular (public) elevator, the officers of the Board of Trade set to work immediately to fix the blame for the irregular transfer. The Board officials claimed a violation of the agreement. The elevator operators admitted a technical violation but denied any "intentional or wilful violation" such as would subject the officers of the elevator company to discipline by the Board of Trade under the terms of the agreement.

Special committees of the Board of Trade made thorough investigation of all facts obtainable and examined many witnesses. Since these committees are made up of members who serve without compensation, who have their own private businesses to conduct, and whose committee work is necessarily carried on outside of business hours, their work consumed many weeks, due in part also to the absence from town of material witnesses.

Following these investigations, charges were filed against certain members, but when time set for trial approached, these first charges were withdrawn because of technical defects and charges of dishonorable conduct were filed against seven members of the Board who were officers of the companies operating the private and public elevators involved in the transfer of rye which had been certified by the State of Illinois as No. 2 rye.

The defendants on the charges filed August 17, 1926, went to trial early in September before a jury composed of the members of the Board of Directors of the Board of Trade, the President of the Board presiding at the trial.

The Northwestern Elevator is the largest in Chicago (10,000,000 bus. capacity) and many employees are required for its operation, including a large office force, both at the elevator in South Chicago and at the main offices of the operating company in the heart of the city.

The representative of the Grain Committee of the Board of Trade regularly stationed at this elevator testified that he had called the elevator by telephone and, in answer to his inquiry whether any grain was to be transferred from private to public bins that morning, was told "No." He said he then told the elevator employee that he would be late in arriving at the elevator. No elevator employee was found who received such a call.

The elevator superintendent testified that he had no knowledge of this inquiry and supposed the representative of the Grain Committee was on duty as usual. He further testified that, some weeks previous, he had received general instructions from the downtown office to transfer all the rye in the private house whenever he could conveniently do so, to make room for more corn in the private bins and had, some days before, issued such instructions to one of his subordinates, who completed the transfer that morning in the ordinary course of his work. Testimony also showed that the rye remaining in the private elevator was the last of two cargoes of rye received by lake from Duluth which had been cleaned and from which had been taken about 10M bushels of oats before the rye had been put in public storage.

The grain inspector for the State of Illinois testified that he had been personally present when several of these cars had been sampled and that his regular sampler had brought him official samples of the other cars. He stoutly maintained that the rye tested fully up to the U. S. standard set for No. 2 rye.

No evidence was produced to show any knowledge by any officer of the operating company that rye was being transferred on that day or that this was being done in the absence of the Grain Committee's representative. The evidence, in regard to ownership of the rye and whether the ownership changed at time of transfer, was somewhat confused, but no change in actual ownership of the grain was established.

All evidence available was presented by the members of the Committee which had made the final investigation and which had filed the charges. No professional counsel is permitted on either side of such trials.

After protracted hearing and argument, the jury voted that the charges of "intentional or wilful violation" of the elevator agreement by any one of the seven defendant members of the Board of Trade, who were officers of the defendant operating corporation, had not been sustained.

Corporations cannot become members of the Board of Trade and such corporations as do business on the Board of Trade are entitled to this privilege only through the personal membership of their executive officers.

For many years past, the conduct of the regular warehouses has been carefully supervised by representatives of the Board and we submit that this single and only instance of irregularity to come to the attention of the Board's Grain Committee is not sufficient to warrant the inference of a general practice, nor do the facts surrounding the law, the rules of the Board, the conduct of the investigations and this trial justify the assumption that the elevator company was "exonerated, apparently on the theory that no actual injury had been done to the public."

This communication is sent to you at the direction of the Board of Directors of the Chicago Board of Trade.

Yours respectfully,  
John A. Bunnell, President.

## Corn Millers Session.

At the annual meeting of the American Corn Millers Federation at Chicago last month a special committee was appointed to attend the hearing at Washington on Nov. 30 which discussed the proposed standard for cream meal. No other business other than routine matters came to attention.

Discussion of current trade problems showed the consensus of opinion felt the depression in the south was reflected by an increased consumption of corn goods.

Election of officers made Ed. S. Miller, Omaha, Neb., pres.; T. R. Hillard, Wilkes-Barre, Pa., vice-pres.; W. N. Adams, Arkadelphia, Ark., vice-pres.; and R. Van Evera, sec'y-treas. A good attendance was enjoyed.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Funds Collected for a Customer Must Not Be Treated as Assets of the Bank.

*Grain Dealers Journal:* The method we adopt to make the conditions of the collecting of our drafts very definite with the collecting bank, is to place a rubber stamp impression on the face of each draft, as follows:

**To Collecting Bank:** This draft is placed for collection only and is not to be treated as a deposit. The funds obtained thru its collection are to be accounted for to us as a trust and are not to be commingled with the other funds of collecting bank.

This leaves no doubt as to the conditions upon which the draft is sent to the collecting bank, and if such bank accepts such documents for collection we hold that it also accepts the conditions.

However, unfortunately, we cannot claim that in every case this is effective, as some courts have held that unless it can be conclusively proved that the funds of the bank delivered to the receiver had been augmented by the amount of the draft, they could not approve it as a preferred claim. Their contention is that where the check in payment is given by a depositor in the collecting bank, it merely transfers the balance from one account to another on the books and that we are, therefore, placed in the position of an ordinary creditor. We hold that this contention is unjust and incorrect, as we have never consented to become a creditor, but have merely authorized the collecting bank to collect for us as a "Trust Fund."

We are appealing to the Supreme Court of the United States on the decision against us.—The Kansas Flour Mills Corporation, A. T. B. Dunn, Vice President, Kansas City, Mo.

### Wheat Sale Contract.

*Grain Dealers Journal:* What has become of the Dillon Plan of wheat sale contract? A few years ago you gave this form a great deal of publicity. As I understand it, this plan was designed for the purpose of utilizing existing storage facilities in the wheat producing communities together with the marketing machinery of the terminal markets. To enable the grower without storage facilities to sell his wheat at any time after harvest he desired, taking settlement on the basis of the world market price at such time as he may consider it to his best advantage. Under the plan the dealers, in exchange for the substantial money consideration, obtain ownership of the grain transferred and hedges his contract to prevent losses. In effect the dealer simply gives the farmer the advantages of his own marketing machinery, taking an extra margin for the service.

We have seen a similar plan used by a few scattered dealers in an effort to meet competition, but they never expressed themselves as being sure the plan was profitable, largely because cash grain demands such widely varying premiums. Dealers are acquainted with the idea, and its failure to come into general use is almost sufficient to discredit any so-called advantage which it may obtain.

Yet the past few years have witnessed many radical changes in the grain business and old channels of trade. New conditions are steadily arising, conditions that demand going out after business instead of waiting for it to come to your elevator. We wonder some times if the Dillon plan was not a little in advance of its time and if in the very near

future a method will not be effected for general use. The grain trade needs something to give the farmer more service and at the same time permit the taking of a reasonable margin.—E. W. M.

### Protests Waste of Government Money on Corn Borer.

*Grain Dealers Journal:* I note an item in the public press that Professor Christie has appealed to President Coolidge for ten million dollars for the purpose of corn borer control.

I look upon the expenditure of this vast sum of government funds as sheer waste of the taxpayers' money, and I have written the President to further investigate the merits of this appeal before investing so heavily in this prospective campaign.

I feel sure that investigation will reveal the fact that this corn borer scare is being greatly overworked. With proper farmer co-operation, as their plain duty requires, this pest can be controlled by them, and needless drain on our now over-burdened taxpayers may be averted.

The grasshoppers, Hessian fly, and chinch bugs, in the past have been perilous pests, so were bed-bugs. Cleanliness, the only permanent solution, burn or bury the corn stalks, cobs and other waste material that provide harboring places for such insects. Keep the fields and feed lots clean, as the good wife does her house, and the activities of all these pests, including the corn borer, which is the lesser menace of the bunch, will be negligible.

With the farmers' co-operation and action, funds from the government treasury will not

be required. Without their individual efforts the Federal Treasury may be bankrupted in a futile attempt at the extermination of the corn borer. It is high time that a check be placed on the practice of those who persist in calling upon the government to do for us what we can, and should, do for ourselves, at a lower cost.—Yours truly, E. T. Custenborder, Sec., Ohio Grain Dealers Ass'n.

### Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Jan. 25-27. Farmers Grain Dealers Ass'n of Iowa at Fort Dodge.

Feb. 8-10. Illinois Farmers Grain Dealers Ass'n at Jacksonville.

Feb. 15-17. Farmers Elvtr. Ass'n of Minnesota at West Hotel, Minneapolis.

Feb. 23-24. Indiana Farmers Grain Dealers Ass'n at Indianapolis.

Feb. 22-23. Eastern Federation of Feed Merchants mid-winter convention at Binghanton, N. Y.

Feb.—Farmers Grain Dealers Ass'n of Illinois at Jacksonville.

Mar. 1-3. Farmers Grain Dealers Ass'n, North Dakota, at Minot.

Mar. 22-23. Farmers Grain Dealers Ass'n of Missouri at Kansas City.

Mar. 24-25. Co-operative Elevator Men's Ass'n of Oklahoma at Enid.

Mar. 29-31. Farmers Co-operative Grain Dealers Ass'n of Kansas at Hutchinson.

Oct. 10-12. Grain Dealers National Ass'n at Omaha.

### Kansas City Discount on No. 3 Reduced.

For many years No. 3 wheat has been deliverable on contracts for future delivery on the Kansas City Board of Trade at a discount of 5 cents per bushel.

By vote of the members Dec. 6, 149 to 49, it was decided to amend the rule to permit delivery at a discount of only 3 cents. When the price of wheat was ruling around \$2 per bushel the 5 cents discount was not excessive, since it was only 2 to 2½ per cent of the price. Now that wheat has declined in price the discount, figured on a percentage basis has increased to 4 per cent.

This view is borne out by the allegation of those who favored the change, that 5 cents is more than the prevailing discount for cash No. 3 wheat compared with No. 2.

The change became effective immediately on contracts for delivery in May and later, so that old and new style futures are now quoted at Kansas City. The grades deliverable without penalty or premium are No. 1 and No. 2 dark hard, hard, and yellow hard wheat.

### Death of John H. Lynds.

The death last month of John H. Lynds marks the passing of another of the pioneers of the grain business of the southwest.

In the early 80's he resided at White Cloud, Kansas, where he owned a mill and elevator, besides other elevators in northeast Kansas and southeast Nebraska.

In 1889 he formed the Vanderslice-Lynds Co., in which he was still interested at the time of his death, being vice pres., with H. Vanderslice, pres., and Orla A. Severance, sec'y and treas., at Kansas City, Mo.

He disposed of his interests at White Cloud and his country elevators in 1912 and removed to Kansas City. In recent years he had been interested in other projects, having quite extensive oil interests in Oklahoma. He was 82 years of age.



John H. Lynds, Kansas City, Deceased.  
Photo by Strauss-Peyton.



# Given Five Years for Selling Stored Wheat

The folly of storing grain for farmers even with the best of intentions is shown by the decision of the Supreme Court of Iowa, Oct. 26, 1926, affirming the conviction of J. C. Folger, of Alton, Ia., on the charge of embezzlement. He was sentenced to five years in the penitentiary at Ft. Madison, Ia.

In April and May, 1922, Martin Boever delivered to Mr. Folger 2,791 bus. of oats on an oral contract for storage. In June, 1923, Boever authorized and directed Mr. Folger to sell the oats at an agreed price and to ship to market. Altho repeated demands were made for payment, Mr. Folger put him off by saying that he had not received returns. He did pay \$500 to Boever, which he credited on the purchase price of a large quantity of corn sold and delivered at about the same time as the oats.

Mr. Folger actually sold the oats in September, 1922, and shipped them to Council Bluffs, using the proceeds in his business.

Failing to pay the proceeds to Boever Mr. Folger was indicted under section 13030 of the Code of 1924, which provides that:

"Whoever embezzles or fraudulently converts to his own use, or secretes with intent to embezzle or fraudulently convert to his own use, \* \* \* goods, or property delivered to him, \* \* \* which may be the subject of larceny, shall be guilty of larceny and punished accordingly."

Folger had been indicted earlier under section 13031 covering embezzlement of money, but of this he was found not guilty in the earlier trial. The state thereafter took the theory that he had embezzled property. The Supreme Court said:

Another ground for defendant's motion for a directed verdict was that the evidence affirmatively disclosed that the contract under which the oats were delivered to him was a conditional sale, vesting title in him, and that he had the legal right to market the oats whenever he desired, and to settle with Boever on the basis of the market price whenever settlement was demanded by him. This ground of the motion ignores the testimony of Boever to the effect that he delivered the oats to the defendant under an express oral contract for the storage thereof; that the defendant stated that he would protect Boever against loss by insuring the grain; that he subsequently and repeatedly falsely stated to Boever that he shipped the grain in June, 1923, as directed by him, and that he could not settle with him until he received the proceeds of the sale, repeatedly promising payment as soon as they were received.

**Acquittal If a Sale.**—The instructions clearly informed the jury that, if the oats were delivered to the defendant under an arrangement, and without any other contract, by which defendant understood that he was not obligated to return them to Boever on demand, but might later pay him the market price therefor on any date Boever might select, the transaction did not constitute a bailment, and the defendant should be acquitted.

**Custom.**—Perhaps reference should here be made to the testimony of various witnesses for the defendant, tending to show the existence in the vicinity of Alton of a custom or usage among grain dealers by which grain is received from customers and deposited in elevators with other grain, to be sold by the dealer whenever he sees fit, settlement to be made thereafter at the market price on any date selected by the seller.

Concerning this custom, the court instructed the jury in substance that parties entering into a contract are supposed to have reference to known usages and customs, which affect the business or subject-matter thereof, unless such presumption is excluded by the terms of the agreement itself, and that such existing custom or usage becomes a part of every contract to which it is applicable, although not mentioned or alluded to in the negotiations or in the contract; that, however, such custom or usage will not prevail against the express terms of a contract inconsistent therewith; that such custom or usage, to be legal and construed as part of the contract, must be so well settled and so universally acted upon as to raise a fair presumption that it was known to both of the contracting parties, and that they contracted in reference to and in conformity therewith.

**Bailment.**—The court also defined a bailment, and carefully submitted every theory of the defense to the jury, except that of a former acquittal, which was a question of law for the court to determine. Many cases are cited by counsel touching this and other questions discussed, but the law is too well settled in this state to require the citation thereof. That the contract, upon the theory of the state based upon the testimony of Boever, was a bailment, is perfectly clear. *Sexton & Abbott v. Graham*, 53 Iowa, 181, 4 N. W. 1090; *Nelson v. Brown, Doty & Co.*, 53 Iowa, 555, 5 N. W. 719; *Arthur v. C. R. I. & P. R. Co.*, 61 Iowa, 648, 17 N. W. 24.

**Sale.**—It is also well settled in this state that, where grain is deposited with a warehouseman, with the understanding that he is to ship and sell it on his own account, and that he will pay the depositor the market price at a time fixed by him, or turn a like quality and quantity of the grain, does not constitute a bailment, but a sale. *Johnston v. Browne et al.*, 37 Iowa, 200; *Barnes v. McCrea*, 75 Iowa, 267; 39 N. W. 392, 9 Am. St. Rep. 473.

The instructions fully and fairly submitted the defendant's theory that the transaction was a sale, or that it gave implied authority to the defendant to sell the grain without a further action or consent upon the part of Boever. By these instructions, the defendant was given the full benefit of the evidence introduced by him to prove the custom and usage upon which he relied.

One other ground of the motion requires consideration; that is, that it was conclusively established by the evidence that Boever, subsequent to the sale of the oats, ratified and confirmed the sale, claiming to be the owner of the proceeds, and demanding the same from the defendant. On this point the court instructed the jury that if, with knowledge that the oats had been wrongfully sold by the defendant, Boever elected to ratify, affirm, or acquiesce in the sale, such ratification would relate back to the time of such sale, and its legal effect would be the same as if the sale had been originally authorized by him.

But, if the claim to the proceeds was made by Boever under the belief that the oats had been sold in conformity to his authorization and direction, such claim would not constitute a ratification of the previous unauthorized sale.

The court further instructed the jury that, if Boever subsequently acquired knowledge that his oats had been wrongfully sold, he might still assert his claim for damages for such sale, and such assertion would not constitute a ratification of the defendant's wrongful act. The instruction was full, definite, and explicit, and in all particulars favorable to the defendant.

Manifestly, none of the grounds of the motion for a directed verdict were good. The foregoing matters were all again raised by the defendant in a motion to discharge the defendant notwithstanding the verdict, in a motion for a new trial, and most of them by exceptions to the instructions and the refusal of the court to give numerous instructions requested by him. All of the instructions requested by the defendant involved matters covered by what we have already said. The exception to but a single paragraph of the court's charge is argued by counsel.

The court also instructed the jury that: "A fraudulent intent can seldom be proved by direct evidence, and, in the absence of direct evidence, the intent with which an act is done is generally inferred or presumed from all the facts and circumstances attending the doing of the act in question, as disclosed by the evidence. The law presumes a man to intend the reasonable and natural consequences of his acts deliberately and intentionally done."

The foregoing language of the instruction, which is but a part of the paragraph, was excepted to on the ground that the last sentence is misleading, and that the result of his act in selling the grain was not intended, nor was it the probable consequence thereof, but that same was due to the financial depression which followed. The exception misconceives the meaning of the instruction. It is true that a man must be presumed to intend the reasonable and natural consequences of his act. The sentence must be read in connection with the instruction as a whole. It does not possess the objectionable features found in the instruction held fatally defective in *State v. Roby*, 194 Iowa, 1032, 188 N. W. 709, or in *State v. Carmean*, 126 Iowa, 291, 102 N. W. 97, 106 Am. St. Rep. 352.

In a later paragraph of the same instruction the court fully explained to the jury that, in determining the intent with which the defendant sold the oats, it should consider all the evidence, his understanding of the arrangement under which he received them, whether he believed in good faith that he was thereby given the legal right to sell the same, his conversation

with Boever relating to the transaction, his acts and conduct, so far as disclosed by the evidence, together with all the facts and circumstances shown upon the trial bearing thereon.—210 N. W. Rep. 580.

C. W. Pitts of Alton and Van Oosterhout & Kolyn of Orange City were attorneys for Mr. Folger.

## The Corn Borer Menace.

The continued menace of the European corn borer led Acting Sec'y of Agriculture, C. F. Marvin, to sign the fourth revision of the quarantine late last month. The spread of the pest into Indiana and West Virginia made this necessary. Changes in the quarantine include 3 amendments.

Inspection and certification of shelled corn and seed of broomcorn, heretofore exempt, is required under the revision. Disinfection of any restricted article destined for interstate movement is provided for when the inspector believes such disinfection will eliminate all risk of transmitting the infection.

The European corn borer now exists in States of Massachusetts, New Hampshire, Maine, Vermont, Rhode Island, New York, Pennsylvania, Ohio, Michigan, Indiana, and West Virginia.

The infested area in Indiana includes the counties of DeKalb and Steuben; and Adams, Cedar Creek, Eel River, Jackson, Jefferson, Maumee, Milan, Perry, Saint Joseph, Scipio, Springfield, Washington and Wayne townships in Allen County; Bloomfield, Clay, Clear Creek, Greenfield, Johnson, Lima, Milford and Springfield townships in La Grange County; Albion, Allen, Elkhart, Green, Jefferson, Noble, Orange, Swan, Wayne and York townships in Noble County; Smith and Thorne Creek townships in Whitley County.

In West Virginia the quarantine includes the counties of Brooke, Hancock and Ohio.

Certain additions to the territory quarantined in Pennsylvania, Ohio and Michigan have been made. Only one township was added in the whole of New England.

Under the regulations articles enumerated in notice of Quarantine No. 43 are not permitted interstate movement to any point outside the quarantined area unless first inspected by the United States Department of Agriculture inspectors and certified as free from the pest. Disinfection or treatment may be authorized by such an inspector. Inspection of restricted plants and plant products at shipping point or destination or in transit is provided with specific penalties for violation.

The new regulations went into effect on Nov. 23.

The products quarantined are: Corn and broomcorn (including all parts of the stalk), all sorghums, sudan grass, celery, green beans in the pod, beets with tops, rhubarb, oat and rye straw as such or when used as packing, cut flowers or entire plants of chrysanthemums, aster, cosmos, zinnia, hollyhock, and cut flowers or entire plants of gladiolas and dahlias, except the bulbs thereof, without stems, from infested areas in Massachusetts, New Hampshire, Maine and Rhode Island.

Corn and broomcorn (including all parts of the stalk), all sorghums, and sudan grass from infested areas in Vermont, New York, Pennsylvania, Ohio, Michigan, Indiana and West Virginia.

The penalty for violation of the provisions of this act is a fine not exceeding \$500 or imprisonment not exceeding one year, or both such fine and imprisonment, in the discretion of the court.

**London, Eng.**—Louis Dreyfus & Co., London, have bought the interests of the Grain Union, Ltd., in the Pampas Grain Co. of Argentina. It is said the Grain Union will do no direct importing after the 1st of the year but will act only in the capacity of a broker. Tho no official announcement was made, the consideration in the exchange is reputed to be \$1,750,000. The Pampas Grain Co., with headquarters at Buenos Aires, is one of the largest grain exporting firms of the Argentine.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ALABAMA.

Selma, Ala., Dec. 6.—This section has produced a large corn and hay crop this year.—Rivers F. Ross.

### ILLINOIS.

Edwardsville, Ill., Nov. 26.—Our oats were all threshed very dry and put away in good condition, but we have made no germination tests so far.—L. G.

Cairo, Ill., Nov. 30.—This season we have a bumper crop of good quality corn but it contains too much moisture to grade No. 2 and the demand seems to all be for that grade. New corn has been moving for 2 months, but a lot remains back in the country and will need drying to become fit for export.—Hastings Stout Co.

Jacksonville, Ill., Nov. 28.—Thousands of acres of corn along the Illinois river from Peoria to south of Jacksonville have been under water for 3 months and are ruined. The ground drained the first time but a second flood came and filled the bottoms so it was impossible to pick the crop. One farmer with 700 acres found it impossible to harvest more than 40 acres.—L. S.

Springfield, Ill., Dec. 8.—Moderate rains fell in the central and northern parts of the state during the past week but very little in the southern division. Northern counties had some snow. Sunshine was deficient; roads bad. Winter wheat is in a satisfactory condition but the growth is slow and the plants small. Corn husking conditions have improved and work is progressing, the soft fields make it slow.—C. J. Root, meteorologist.

### INDIANA.

Crown Point, Ind., Dec. 7.—Our corn crop is of very good quality with the exception of moisture. We have had only one car to arrive in market, but that graded sample on account of moisture, tho it showed only 4% damage and weighed 51 lbs. per bu.—E. K. Sowash.

### IOWA.

Cascade, Ia., Nov. 23.—Oats in this section are of very poor quality. Only a very small percentage will be fit for seed. We will likely have to ship in some seed oats.—L. G.

Cascade, Ia., Nov. 26.—Oats in this section are of very poor quality and only a small percentage will be fit for seed. We expect seed will have to be shipped in.—L. J.

### KANSAS.

Conway, Kan., Nov. 30.—Quite a large amount of wheat moved at \$1.25 to \$1.27 about 30 days ago. A little is moving even at this late date with the price around \$1.21. Some corn has been shipped in at around 80 cents per bu.—F. L. Mowbray.

### KENTUCKY.

Owensboro, Ky., Dec. 4.—The corn crop thru this section is about 40% normal.—R. T. Kavanaugh, Rapier Sugar Feed Co.

### MINNESOTA.

Glencoe, Minn., Nov. 25.—We have sufficient seed oats for our own requirements but no surplus. Feed oats are being shipped in.—L. G.

Annandale, Minn., Nov. 27.—We haven't even enough oats to meet our own requirements. Our crop rotted in the fields. It will be necessary to ship in seed for next year's crop.—L. G.

### MONTANA.

Hedgesville, Mont., Nov. 23.—Winter wheat is in fine condition. About 1,000 acres are planted here.—Farmers Grain Co.

Lewistown, Mont., Nov. 24.—We have been blessed with good crops in this community and consequent good business.—P. F. Brown Co.

### NEBRASKA.

Pawnee City, Neb., Nov. 24.—Corn is practically a failure here this year.—W. S. Potts, Potts-Small Grain Co.

### NORTH DAKOTA.

La Moure, N. D., Nov. 29.—This territory did

not raise sufficient seed oats for its own requirements and will have to buy for next year's planting. We use mostly Victory or Swedish Select. About 50% of the farmers treat their seed oats with formaldehyde.—L. G.

### OKLAHOMA.

Blanchard, Okla., Dec. 6.—This section had a large acreage of kafir, milo maize and other sorghum feeds this season, and perhaps the best corn this vicinity has produced in 10 years. The acreage is likely to be increased next year due to the unsatisfactory cotton returns this fall.—Frank H. Kolm.

### OHIO.

Sidney, O., Nov. 29.—Fall sown wheat is small but of good color and growing. About 80% of the corn is now husked.—E. T. Custenborder.

West Milton, O., Dec. 2.—Corn husking is in progress. The yield is disappointing, showing much moldy corn. The crop is much shorter than it was a year ago in this section. Wheat is looking good but is not up very high. Some is not up at all. A severe winter may freeze it out.—Henderson & Jones.

Wooster, O., Dec. 2.—The acreage seeded to wheat in parts of Ohio was greatly reduced by excessive fall rains. In Putnam county on 20 farms that keep complete cost accounts the acreage seeded this fall was only two-thirds of the acreage harvested. The heavy rains so hindered seeding operations that only half the intended acreage, or 34% less than a year ago, was sowed.—Ohio Agricultural Experiment Station.

### SOUTH DAKOTA.

Yankton, S. D., Nov. 26.—The last 3 years have been the poorest in grain production thru this section in 40 years with the single exception of 1894.—Robert Yaggie.

## Ohio and Federal Crop Reporters at Outs.

C. J. West, federal state crop reporter, and Chas. V. Truax, state director of agriculture, agree on one thing only. Each charges the other with lack of co-operation.

Several years ago the federal authorities, spreading their tentacles, sought to bring the state crop reporting agencies into subservience and formed a working agreement with Ohio, Michigan, Wisconsin and several other states to issue reports jointly, the practical effect of which is that we never get the state reports of conditions as formerly on the 6th to 8th of the month, but their publication is delayed until after the Washington office has put out its report.

This enables Washington to skim the cream of the news value, while the public now pays little attention to the state reports.

## Large Carryover for Canada.

Stormy, cold and heavy freezing weather has materially hampered the movement of grain from the lakehead to eastern ports. The terminal elevators at Port Arthur and Fort William are carrying great quantities of grain in their bins. Estimates indicate over 15,000 cars are now in route or arriving at these ports on both railways. It is likely that millions of bus. of grain that would ordinarily be moved across the lakes before the close of navigation will remain in storage at the lakehead waiting for navigation to open next spring. Terminal elevator facilities are considered insufficient to handle the grain now on wheels. A trade report of Dec. 6, showed the present Canadian visible supply of wheat in store and afloat at 51,631,000 bus. compared with 37,191,000 bus. last year at the same time.

A large quantity of grain in Manitoba, north and northeastern Saskatchewan and some portions of Alberta was threshed under extremely adverse climatic conditions. Consequently it contains a heavy excess of moisture. Much of this is still in the farmers' hands.

A heavy loss is likely to ensue if the grain cannot be moved and dried within the next few weeks. This condition has never before occurred to such an extent in western Canada. The permit system effected is tightening, and the wheat producing belts are faced not only with a vast amount of damp and wet grain, but with possible early and complete congestion at Fort William and Port Arthur.

Interior elevators are rapidly filling with dry grain. Efforts are being made by the Northwest Grain Dealers Ass'n to reserve the terminal elevators with drying facilities to handle the wet grain that is bound to come.

Accordingly the Ass'n asked the Board of Grain Commissioners to call a public meeting Dec. 7, of representatives of the producers, the grain trade and the railway companies to effect a method for so conserving the drying facilities.

One tow mill at Red Lake Falls, Minn., handles from 6,000 to 8,000 tons of flax straw a season, hauled in by local farmers and shipped in from northern Minnesota and North Dakota, the price paid being \$8 a ton baled. It is used instead of horsehair to stuff furniture.

Carrington, N. D.—Transportation of power wires at the plant of the Carrington Grain Co. caused single phase motors to run backwards. A bad break in some of the machinery resulted. It would be well to use precautions with single phase motors.

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at s have been as follows:

### WHEAT

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	140	139	138 3/4	137 3/4	139 1/2	141 1/2	140 3/4	141 1/2	141 1/2	140 3/4	140 3/4	140 3/4
Kansas City	135 1/2	134 1/2	134 1/2	133 1/2	134 3/4	135 3/4	135	136	135 1/2	134 3/4	134 3/4	134 1/2
St. Louis (red winter)	141 3/4	140 1/4	140 1/4	139 1/4	140 1/2	142 1/2	141 1/2	142 1/2	142 3/4	141 3/4	141 1/2	141 1/2
Minneapolis	143 1/4	142 1/2	142 1/2	141 1/4	143 1/4	144 1/4	144 1/4	144 1/4	143 3/4	143	143	142 3/4
Duluth (durum)	132 1/4	132	132	131 1/2	134 1/2	136 1/2	137	137 3/4	137 3/4	135 3/4	136 3/4	136
Winnipeg	137	135 1/2	135 1/4	133 3/4	134 1/2	136 1/4	135 1/2	136 1/4	135 1/2	135 1/2	135 3/4	135 1/2
Milwaukee	140	139	138 3/4	137 3/4	139 1/2	141	140 3/4	141 1/2	141 1/2	140 3/4	140 3/4	140 3/4

### CORN

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	80	80 3/4	79 3/4	79 1/2	81 3/4	82 3/4	81 3/4	83 1/4	83 1/4	83 3/4	84 1/4	82 3/4
Kansas City	77 1/4	77 3/4	77	76 3/4	79 1/4	80	79 3/4	80 3/4	80 3/4	80 3/4	80 3/4	79 3/4
St. Louis	81	81 1/4	80 3/4	80 1/2	82 3/4	83 3/4	82 3/4	83 3/4	84	84 3/4	84 3/4	83 3/4
Milwaukee	80	80 3/4	79 3/4	79 1/2	82	82 3/4	81 3/4	83 1/4	83 1/4	83 3/4	84 1/4	83

### OATS

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	46 1/2	45 3/4	45 3/4	45 1/2	46 3/4	47 1/2	48 1/4	48 1/2	48 1/2	48	49 1/4	48 3/4
Kansas City	45 1/2	45 1/4	45 1/4	45	46 3/4	47 1/2	47 1/2	47 1/2	47 3/4	47 3/4	48	47 3/4
Minneapolis	44	43 3/4	43 3/4	43 1/2	44 1/2	45	45 3/4	45 3/4	45 3/4	45 3/4	46 3/4	46 1/4
Winnipeg	57 3/4	57	56 3/4	56	57	57 3/4	57 3/4	57 3/4	57 3/4	58	58 1/2	58 3/4
Milwaukee	46	46	45 3/4	45 1/2	46 3/4	47 1/2	48 1/4	48 1/2	48 3/4	48 3/4	49	48 3/4

### RYE

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Chicago	98 3/4	97 3/4	96 3/4	95 1/2	96 1/4	97 1/4	97 1/4	98	97 3/4	97 1/4	97 3/4	97 3/4
Minneapolis	93 3/4	92 3/4	92 1/2	90 3/4	92 1/4	93	93	93 3/4	93	92 3/4	93	93
Duluth	96	94 3/4	93 1/2	92	93 3/4	94 3/4	94 3/4	95 1/4	95	94 3/4	94 3/4	94 3/4
Winnipeg	96 3/4	95 1/4	94	92 1/2	94 1/4	95 1/2	95	95 3/4	95 3/4	95 3/4	96 3/4	95 3/4

### BARLEY

	Nov. 26.	Nov. 27.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 3.	Dec. 4.	Dec. 6.	Dec. 7.	Dec. 8.	Dec. 9.
Minneapolis	67 3/4	67 1/4	67 3/4	66 1/2	67 1/4	67 3/4	67 3/4	68 1/2	68	67 3/4	68	68
Winnipeg	66 3/4	66 1/4	65 3/4	65 1/2	66 1/4	66 1/2	66 3/4	66 3/4	66 3/4	67	67 3/4	67 1/4



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Blanchard, Okla., Dec. 6.—We will ship out fully 200 cars of corn, 50 cars of oats, and have already shipped 25 cars of wheat.—Frank H. Kolm.

Bloomdale, O., Nov. 27.—Quite a lot of new corn is coming in and it is in pretty good shape after the moldy ears are sorted out.—L. R. Good & Son.

Sidney, O., Nov. 29.—We are buying no new corn but are waiting for the sun and air to lower the moisture content. Little grain of any kind is being marketed.—E. T. Cusenbender.

Vancouver, B. C.—A considerable decline in the number of cars "on the way" to Vancouver followed the "permit" system's going into effect. Stocks held are heavy, however, and sufficient for all shipping requirements.

### Oats Movement in November.

Receipts and shipments of oats at the various markets during November, as compared with November, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	62,706	88,242	.....	12,028
Chicago .....	3,832,000	3,265,000	2,129,000	2,345,000
Cincinnati .....	300,000	252,000	186,000	144,000
Duluth .....	389,658	2,020,235	928,049	2,483,314
Ft. William .....	3,654,916	.....	3,105,627	.....
Ft. Worth .....	77	208	29	56
Hutchinson .....	1,500	1,500	.....	.....
Indianapolis .....	710,000	382,000	744,000	408,000
Kansas City .....	338,000	644,300	148,000	472,500
*Los Angeles .....	52	65	.....	.....
Milwaukee .....	1,422,720	1,707,750	456,113	1,394,300
Minneapolis .....	1,224,170	2,100,770	1,784,010	2,870,170
New Orleans .....	158,000	58,000	89,213	63,928
New York .....	612,000	.....	7,000	.....
Omaha .....	282,000	790,000	462,000	880,000
Peoria .....	581,900	717,600	462,600	673,200
St. Joseph .....	76,000	192,000	32,000	64,000
St. Louis .....	1,444,000	1,736,000	1,270,000	1,502,000
Superior .....	272,632	734,458	898,442	1,538,193
Toledo .....	569,900	248,050	182,405	326,040
Wichita .....	15,000	33,000	4,500	9,000

\*Carloads.

### Corn Movement in November.

Receipts and shipments of corn at the various markets during November, as compared with November, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	40,305	41,296	.....	.....
Chicago .....	13,335,000	7,324,000	6,663,000	2,737,000
Cincinnati .....	401,800	554,800	375,200	288,400
Duluth .....	19,400	35,271	.....	.....
Ft. Worth .....	131	216	81	50
Hutchinson .....	10,000	11,250	.....	.....
Indianapolis .....	1,726,000	2,447,000	1,037,000	1,648,000
Kansas City .....	790,500	775,000	610,500	353,750
*Los Angeles .....	236	187	.....	.....
Milwaukee .....	666,000	414,400	186,625	115,325
Minneapolis .....	436,326	708,230	720,100	409,830
New Orleans .....	354,667	307,500	225,621	317,362
New York .....	220,500	.....	.....	.....
Omaha .....	1,419,600	1,457,400	1,162,000	897,400
Peoria .....	1,355,950	2,809,600	1,106,850	2,077,800
St. Joseph .....	375,000	636,000	354,000	367,500
St. Louis .....	1,365,000	2,517,800	659,800	762,700
Superior .....	24,058	56,210	.....	.....
Toledo .....	457,500	287,500	201,100	78,555
Wichita .....	51,600	182,400	10,800	38,400

\*Carloads.

Galveston, Tex., Dec. 1.—Galveston Cotton Exchange and Board of Trade inspected 2,359,340 bus. of wheat on vessels for foreign ports during the month of November.—H. A. Wickstrom, chief inspector.

New York, N. Y., Dec. 3.—A total of 37,113 cars of grain were unloaded to elevators and boats at New York terminal, a decrease of 1,465 cars as compared with a year ago. At Philadelphia terminal, 9,915 cars of grain were unloaded, as compared with 20,613 cars during the first 9 months of 1925, or a decrease of 51.4%. The falling off of the grain handled thru the port of Philadelphia this year is attributed to the heavy movement now being made by the water route of Montreal.—American Railway Ass'n.

Finland.—A recent decree prohibits the importation into Finland of waste products, accruing from the manufacture of peanut oil, which contain less than 20% raw fat and raw protein combined, and spoiled wheat bran, rye bran, wheat-fodder meal, rye-fodder meal, and mixtures thereof, as well as other spoiled waste products of the milling industry.

### Rye Movement in November.

Receipts and shipments of rye at the various markets during November, as compared with November, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	36,366	2,706	17,143	.....
Chicago .....	388,000	631,000	235,000	17,000
Cincinnati .....	11,200	2,800	14,000	.....
Duluth .....	1,265,764	1,073,447	1,099,803	730,374
Ft. William .....	1,399,397	.....	2,201,202	.....
Ft. Worth .....	12	2	.....	.....
Houston .....	3,600	.....	.....	.....
Indianapolis .....	6,000	3,000	.....	.....
Kansas City .....	31,500	24,200	9,000	4,400
Milwaukee .....	91,975	38,205	38,806	32,390
Minneapolis .....	367,620	762,150	240,490	260,740
New York .....	734,000	.....	74,000	.....
Omaha .....	87,400	46,200	77,000	19,600
Peoria .....	9,600	2,400	3,600	2,400
St. Louis .....	9,100	5,200	2,600	2,600
Superior .....	689,649	545,801	669,449	487,624
Toledo .....	18,000	8,400	13,870	1,500
Wichita .....	1,200	.....	1,200	.....

### Barley Movement in November.

Receipts and shipments of barley at the various markets during November, as compared with November, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	491,249	344,851	341,929	168,106
Chicago .....	540,000	492,000	200,000	111,000
Cincinnati .....	1,400	5,600	.....	.....
Duluth .....	875,246	995,877	655,875	1,145,585
Ft. William .....	6,931,232	.....	7,415,727	.....
Ft. Worth .....	31	13	21	6
Hutchinson .....	7,500	.....	.....	.....
Kansas City .....	56,000	55,500	11,200	24,700
*Los Angeles .....	200	255	.....	.....
Minneapolis .....	1,255,190	2,228,950	1,093,110	1,066,030
New Orleans .....	3,200	1,600	.....	.....
New York .....	2,814,900	.....	1,625,000	.....
Omaha .....	49,600	49,600	88,000	40,000
Peoria .....	82,600	100,800	58,800	77,000
St. Louis .....	235,200	219,200	12,800	43,200
Superior .....	852,164	934,275	1,006,826	1,229,779
Toledo .....	1,012	1,200	.....	.....
Wichita .....	1,200	8,400	.....	.....

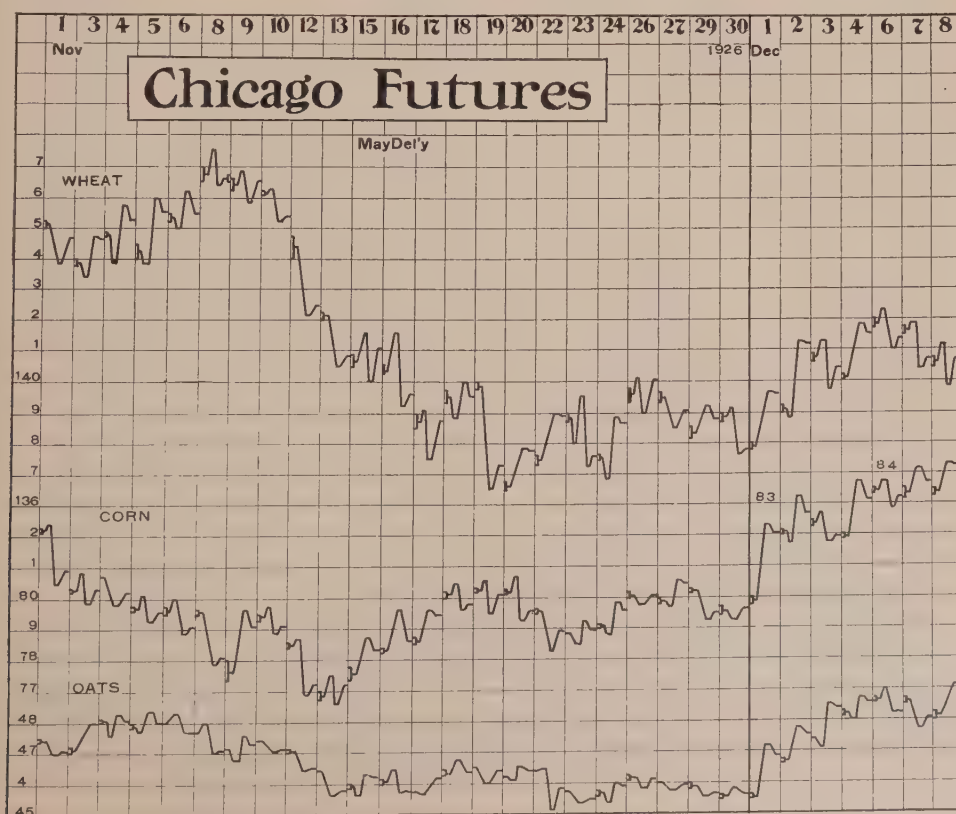
\*Carloads.

### Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, as compared with November, 1925, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	1,992,080	1,240,069	1,712,361	1,296,976
Chicago .....	1,686,000	740,000	2,409,000	900,000
Cincinnati .....	259,000	345,800	501,200	275,800
Duluth .....	8,395,178	11,573,320	7,758,990	15,070,002
Ft. William .....	69,103,279	.....	70,287,170	.....
Ft. Worth .....	1,012	493	493	220
Hutchinson .....	1,502,550	1,536,300	.....	.....
Indianapolis .....	227,000	308,000	288,000	290,000
Kansas City .....	4,307,800	4,302,450	3,410,400	1,309,500
*Los Angeles .....	168	267	.....	.....
Milwaukee .....	660,800	214,200	1,698,870	69,599
Minneapolis .....	7,251,980	11,403,070	3,673,760	5,285,000
New Orleans .....	564,504	33,600	843,979	103,999
New York .....	11,132,800	.....	6,567,000	.....
Omaha .....	1,037,400	1,180,200	1,297,800	523,600
Peoria .....	74,450	99,600	49,200	103,200
St. Joseph .....	644,000	842,800	113,400	184,800
St. Louis .....	2,231,600	2,154,500	1,695,897	1,383,800
Superior .....	5,709,078	6,761,427	5,249,579	7,817,167
Toledo .....	829,800	1,173,400	327,480	314,655
Wichita .....	1,487,700	1,426,950	210,600	660,150

\*Carloads.





## Seed Certification Conference.

Seedsmen, state agricultural men and members of the United States Department of Agriculture gathered at the Hotel Sherman in Chicago on Nov. 29 and 30 for a second conference on seed certification and marketing. Delegates numbered about 60. The first day was devoted entirely to com'ite work. The second day was used in hearing the reports of the marketing and certification com'ites.

LLOYD S. TENNY, acting chief of the Bureau of Agricultural Economics, called the meeting to order. He said the department was merely acting in an advisory capacity and trying in no way to force new regulations on the seed trade. The department is interested in seeing the crop improvement ass'ns continue their good work.

FRED KELLOGG, chairman of the marketing com'ite, gave the following report. It was approved section by section:

## Report of Marketing Com'ite.

The Seed Marketing Com'ite favors and recommends to the Second Seed Marketing Conference for its favorable consideration:

1. That all distributors of field seed be urged to keep full and complete stock records as to origin. We commend the studies already made by the Bureau of Agricultural Economics, of the United States Department of Agriculture, in devising the preliminary forms which have been submitted to the Com'ite for consideration. We recommend that these studies be continued and that complete forms be made available to the seed trade as soon as possible.

2. Using these complete stock records as a basis, we recommend that the Bureau of Agricultural Economics, in co-operation with the interested seed ass'ns, devise a complete system of inspection and verification of the stock records of such seed handlers as shall voluntarily comply with the regulations finally promulgated by the Bureau. We suggest that such seed as shall comply with the regulations as to origin shall be designated by the term "Verified Origin." We suggest that all concerns qualifying under these regulations be authorized by the Department of Agriculture to issue tag certificates in the form which it may prescribe.

3. We suggest that the Bureau of Agricultural Economics in co-operation with state agencies or otherwise, devise a system of verification of leguminous seeds as to origin of production in order that such seeds may enter into interstate commerce with the proper verification as to the state or place of origin or the country, if of foreign origin.

4. Because existing laws for the regulation of the sale of seeds are not being properly enforced to the detriment of the agricultural interest, we, therefore, urge the United States Department of Agriculture and other agencies to exert their influence toward the end that adequate funds be appropriated by the several states to make possible the enforcement of existing reasonable seed laws.

5. Attention is called to the fact that in the present system of merchandising field seeds, future or option trading in such seeds in so-called open markets has ceased to perform any useful function and that the quotations resulting from the limited transactions in such option trading is detrimental to the producer, dealer and consumer of such seeds. Therefore, the Com'ite recommends that this conference request the Bureau of Agricultural Economics to make an investigation of the market reports and option trading of the Toledo clover seed market in order to determine as soon as possible for reporting back to the next seed marketing conference what economic service this market renders to agriculture in the marketing of seed.

6. In conclusion the Com'ite feels that the active participation of the Bureau of Agricultural Economics, of the United States Department of Agriculture, in the investigation of stock records and the verification of same followed by the issuance of authority to qualifying organizations, will do much to stimulate the use of adapted seed and clarify the situation in the mind of the public as to the best methods of handling and distributing seed in verified origin. Therefore, we recommend that the International Crop Improvement Ass'n, the Wholesale Grass Seed Dealers' Ass'n, and the American Seed Trade Ass'n immediately pass supporting resolutions covering the aforementioned recommendations. Signed, F. W. Kellogg, chairman, C. C. Massie, vice-chairman, A. H. Flanagan, John Nicolson, A. L. Bibbins, C. F. Barnum, H. D. Hughes.

H. R. SUMNER, chairman of the certification com'ite, reported as follows, this report being fully approved by the delegates:

## Report on Certification.

I. Seed Certification. — The Certification Com'ite believes that the country is not yet ready for federal certificates of seeds or for the establishment of federal seed grades.

The mechanical condition of seed is now controlled by state seed laws which require complete labeling as to the description, purity and similar items which can be determined by examination of the seed itself.

Certification as to the life heritage of seed is still in a formative stage and is not yet ready for iron-clad standards. Excellent progress has been made by the various crop improvement ass'ns, extension and other certifying agencies in certifying the genuineness of valuable varieties and strains and also in verifying geographic origin.

We believe this type of certification should be encouraged and made as uniform as is practicable.

We feel that a basis for more effective certification work would be provided by further agronomic investigations.

The Seed Certification Com'ite feels that federal control of a uniform system of verifying place of origin might be advisable, yet the com'ite wishes strongly to urge that such a system should not be construed to mean federal varietal certification or federal grades. The subject of federal verification of place of origin is a matter which the com'ite feels should be considered at the general sessions of the Seed Marketing Conference.

II. Standard Terms in Seed Certification. — The Com'ite feels that effort should be made to cause more uniformity in the nomenclature of the seed certified by existing state certification agencies. Much of the present discord in interstate seed marketing could be alleviated if such a condition were possible. We would urge the International Crop Improvement Ass'n to further consider the matter of uniform certification nomenclature.

At the first conference held in Chicago last June an effort was made to devise some fair and practical method for the certification and marketing of agricultural seed. Thirteen state crop improvement ass'ns, both seed trade ass'ns and the U. S. Department of Agriculture, were represented. Various com'ites were appointed, made up of both seedsmen and state agricultural men. The two most important were the com'ites whose reports are given herein.

## Tolerances on Grain Weights.

Lines in the Southwestern Freight Bureau recently held a conference in the Century Building at St. Louis, Mo., on the tolerances to be allowed on bulk grain weights, as set forth on page 483 of the Journal for Oct. 25 in the report of the Terminal Grain Weighmasters' Convention.

The tolerances, in the opinion of Henry L. Goemann, are unreasonable and excessive. Also, the tolerance schedule fails to mention automatic scales, from which Mr. Goemann concludes that the railroad claim departments will turn down claims based on automatic scale weights, or on weighing devices other than track and hopper scales.

Chairman F. A. Leland on Dec. 6 stated that this subject is still before the Southwestern Lines for consideration, no final disposition thereof having been made.

The Western Trunk Line Ass'n, which was to have held a conference on this matter, canceled it off the docket just before the St. Louis hearing.

Before the proposed schedules can be made effective tariffs must be filed with the Interstate Commerce Commission, after which shippers can lodge formal objections.

Mexico.—Extension of the prohibition on exportation of garbanzos (chick-peas) until Dec. 1, 1927, instead of Aug. 31, has been ordered by recent decree.—Acting Commercial Attache Geo. Wythe, Mexico City.

Czechoslovakia. — The government modified the sales tax on imported corn last Nov. 1 by substituting a lump sum tax of 2.50 crowns (\$0.074) per 100 kilos (200 lbs.) to be paid at the time of importation, for the previous tax of 1% ad valorem, levied on each separate turnover. This represents a reduction of approximately 2 crowns (\$0.059) per 100 kilos in the aggregate tax.—E. Baldwin, Commercial Attache at Prague.

## Urge Government Elevators for Mississippi River Crossings.

The Mississippi Valley Ass'n at its convention in St. Louis Nov. 23 adopted the following resolution:

WHEREAS, the item of transportation on the farmer's exportable surplus of grains has been materially reduced through the use of the government owned and operated Federal Barge Line on the Mississippi River below St. Louis, and the operation of which above St. Louis is now scheduled for 1927, and to which operation the river bank grain storage elevator facilities are absolutely necessary, if the barges are to benefit the farmers, and no adequate elevator facilities as herein contemplated are now in existence at any point on the river between St. Louis and St. Paul; and,

WHEREAS, the use of such storage facilities will not only aid the railroads in the orderly movement of crops at the harvest period by conserving their grain equipment; will not only stimulate the erection, in close proximity to the farms upon which the grains are grown, of conversion mills, and thereby make available to the farmers at the lowest cost the resultant by-products in the form of commercial stock-foods, with their intensive secondary fertilizing ingredients,—but such will likewise, through the medium of the well known Government Bonded Warehouse Receipt, make liquid much of the farmers' paper now classed as "frozen assets" in the hands of the country banker; therefore be it resolved, that we urge upon Congress as a measure of constructive and permanent relief for at least a part of the farmers' troubles, the simultaneous erection by government at all Upper Mississippi River crossings by the main lines of the granger roads, of a system of big capacity storage elevators, to enable the surplus grains that leave the farm to be most advantageously moved, without lost motion, by either barge or rail, to ultimate destination, domestic or foreign; and that similar aid to agriculture be extended at all such points on the Lower Mississippi, and all other rivers as soon as they shall be used for commercial navigation;

That, until such time as the system can be transferred to private operation to the best advantage of the government, such elevators be operated by the government, preferably as a division of the Department of Agriculture, under the provisions of the United States Warehouse Act of 1916-1919, to the end that regulation negotiable warehouse receipts shall be issued to the depositors of grains, thereby providing a form of liquid security that will enable the farmer to finance his crop requirements to the best advantage.

A delegation of grain men from Minneapolis attended the convention and endorsed the improvement of the upper Mississippi River, but the Minneapolis Chamber of Commerce does not favor the building of elevators at railroad crossing points along that stream.

H. W. Seaman, chairman of the com'ite, which drew up the resolution, resides at Clinton, Ia., and is engaged in the banking business. He declares that unless the powerful aid of the government is enlisted to operate the elevators the railroads interested in getting the longer haul east to Chicago and over the trunk lines to the Eastern seaboard will kill the project just as he declares they have killed the packing industry at several points along the river. He declares that Chicago and other terminal grain markets should not oppose the construction of the elevators, as they would have the control of the grain just the same. Mr. Seaman is a member of the board of advisers of the Inland Waterways Corporation.

Congressmen Dickinson, Dempsey and Newton have promised their aid in passing a bill to be drawn up providing for the necessary federal appropriation to build the elevators. Whether any such bill can be enacted against the wishes of the Eastern railroads remains to be seen.

Mexican quarantine regulations on seeds are now interpreted to mean the submission of seeds of cotton and coffee for fumigation and of other seeds to inspection, with the explicit understanding that introduction of seeds afflicted with disease is prohibited. Importation of cottonseed or coffee must be covered by a certificate showing fumigation took place immediately before or after the last loading.—S. O. Fladuess, agricultural attache, Mexico City.



## Addition to Superior Elevator at Buffalo.

The new addition to the Superior Elevator at Buffalo, N. Y., is more than a storage annex. It includes a marine tower that adds much to the handling facilities, and makes still more useful the pre-existing two groups of tanks.

The original elevator had 98 bins with a capacity of 1,500,000 bus., with a cleaning house on the land side of the bins, marine tower, Hess Drier, bleacher, track shed, boiler room and office. Its receiving capacity was 25,000 bus. per hour from boats and 10 cars per hour from the tracks. Out loading capacity was 25,000 bus. per hour into boats and 300 cars per day of 10 hours, by rail. The ample trackage and long dock on the Buffalo River made it easy to locate the new addition, which is shown as seen from the land side in the engraving on the front cover page.

The new structure is 247 ft. long and 82 ft. 4 ins. wide. The tanks are 115½ ft. high. The low cupola over bin floor is 53 ft. 4 ins. wide and 247 ft. long, and one story, or 9 ft. 6 ins. high. The main head house of the new structure is 18x31 ft. and 60 ft. 5 ins. above bin floor. The marine tower lofter leg house is 30 ft. above bin floor. The loading shed is 48 ft. long.

THE NEW STORAGE comprises two rows of 7 tanks each, with 6 interstice bins, set back 13 feet from the dock. The bins are 33 ft. 6½ ins. in diameter, with walls 9 ins. thick. Eight of the large bins have a capacity of 73,282 bus. each, two have 72,810; two, 67,156; and two, 63,898 bus. Five of the interstice bins have a capacity of 18,080 bus. each, and one 13,987 bus., making a total of 1,098,371

Part of one interspace between the old and new houses is occupied by a shipping leg, having a capacity of 15,000 bus. per hour. The last two large circular bins spout direct to this leg, which also receives grain from two 42-in. shipping conveyor belts in the basement. These belts are elevated so that they can get grain over to the old work house. Each of the 6 interstice bins spouts to both of the shipping belts.

Two 48-in. reversible conveyor belts above the tanks are loaded by means of a turnhead operated from the scale floor controlling the discharge from a 2,000-bu. hopper scale weighing the grain as fast as it is elevated by the shipping leg into a garner. These two 48-in. belts also take grain elevated by the marine lofter leg, and can deliver to the old storage as well as the new tanks, or from the old to the new. One of the belt conveyors is 419 ft. long.

Besides loading the two belts in the cupola the hopper shipping scale can discharge into two car loading spouts, one on each of the shipping tracks. In the car shed is a car puller supplied by the Webster Mfg. Co. and gear driven by a 50-h.p. G. E. motor.

The conveyor belts are of 4-ply rubber covered duck. The storage conveyor belts are driven by 60-h.p. G. E. motors running 720 r.p.m. The shipping belts are driven by 20-h.p. G. E. motors running 490 r.p.m. These belt drivers have helical gears and flexible couplings. Stewart type automatic take-ups were provided for the storage belts. For the two shipping conveyors the take-ups in the old part were used by resetting. In the cupola are the 4-pulley trippers and the ball-bearing conveyor.

Signaling is done by a hand-operated bell system between shipping scale and car, speaking tube in marine tower between different floors and from basement of house to shipping scale floor. A 5-station inter-communicating telephone system connects stations in scale floor, marine tower, basement near car spout, bin floor near lofter leg, scale floor at shipping leg, and superintendent's office. Push buttons on the scale, bin and basement floors control the power so that the shipping leg can be stopped by simply pressing a button.

The steel hopper bottoms of the bins are of ¼ and 3/16-in. plate. This construction gives more light in the basement than concrete alone and reduces the weight of construction material, resulting in an economy in the first cost of construction.

Over the bin floor are 3 48-in. galvanized ventilators. Piping for the dust collection

system was supplied by the Blowpipe Co. An additional portable man hoist was provided for the new addition. The elevator leg casings are of steel, as are the boot tanks.

THE MARINE LEG has an elevating capacity of 30,000 bus. per hour. The 7-ply 32-oz. canvas belt 34 inches wide has two rows of 15x8x8-in. buckets, staggered, 11-in. centers, in a steel casing. It is driven by a 150-h.p. G. E. motor thru Link Belt Silent Chain, and discharges into an 800-bu. garner. This garner feeds an 800-bu. scale, from which the grain goes to another 800-bu. garner which feeds the lofter leg 60 ins. wide, having four rows of staggered buckets 14x8x8, centered 13 ins., the leg being driven by a 200-h.p. G. E. motor thru a flexible coupling and herringbone helical reduction gear.

The pusher and hoist for the marine leg are driven by a 30-h.p. G. E. motor thru Link-Belt Silent Chain. A Link-Belt Roller Chain is used between marine leg countershaft and marine leg head shaft.

The 4-drum ship shovel is driven by a 100-h.p. G. E. motor, having speeds of 720 and 360 r.p.m. by flexible coupling and herringbone gear reduction.

The machinery for the marine leg was supplied by the Webster Mfg. Co., and it is housed in a structural steel tower covered with corrugated galvanized iron.

The electric motors take a 3-phase current of 60 cycles at 2,200 volts, alternating, and have dust-proof and self-oiling bearings, G. E. starters with push button control and an overload and no voltage release totally inclosed in one housing.

All electric wiring is in metal conduit. For the lights all drop cords are rubber covered with marine type fixtures at the end with handle switch and metal guard. All lamps are 40-watt Mazda, taking 110 to 220 volt current and are protected by vapor-proof globes.

The addition to the plant was designed and constructed by Jas. Stewart & Co.

## Benjamin Franklin Crabbs Dies.

Benjamin Franklin Crabbs, founder of Crabbs Reynolds Taylor Co., and pioneer business man of Crawfordsville, Ind., died at his home Nov. 24, age 88. On the Saturday previous he had contracted a severe cold. Asthma developed and was followed by heart failure.

Mr. Crabbs was born near Mansfield, O., on May 28, 1838, the son of John and Polly Crabbs. His father was a native of Pennsylvania and his mother came from Virginia. They were pioneers in the section of Ohio near Mansfield. Benjamin F. Crabbs was the youngest of 13 children.

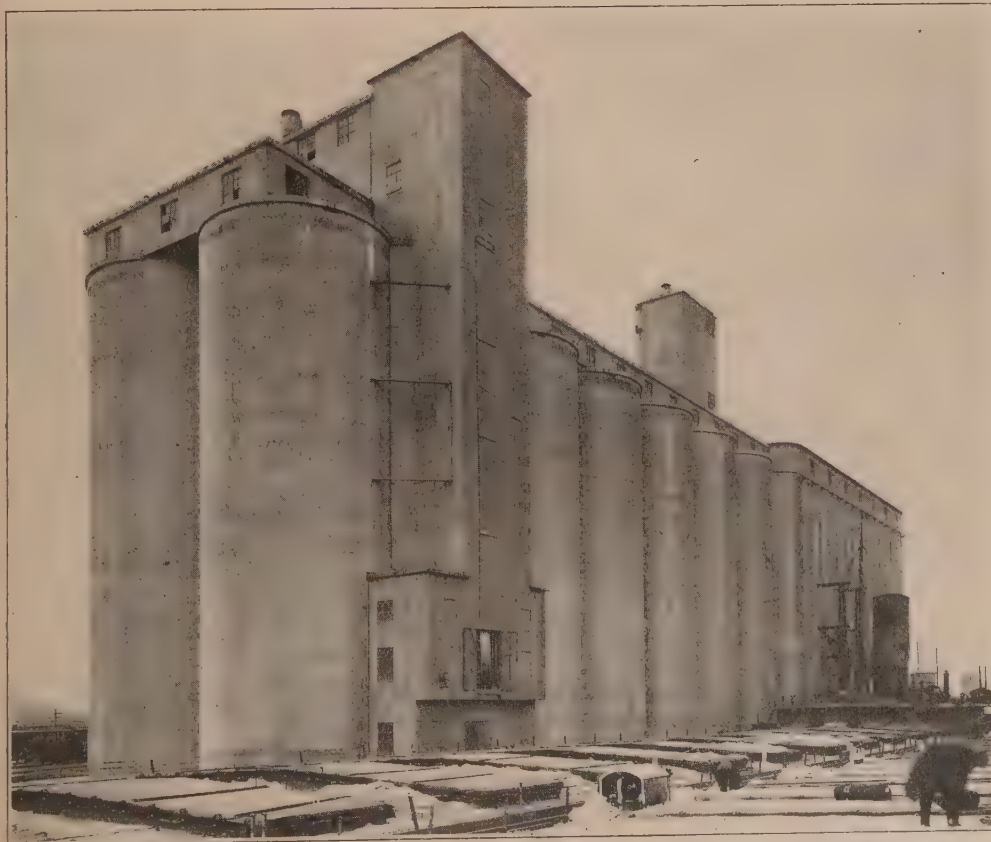
His early life was spent on the farm and his education was secured through the medium of the district school. In 1864 he enlisted in Company A, 163rd Ohio Volunteer Infantry and at the conclusion of the rebellion he again returned to the farm.

Mr. Crabbs came to Crawfordsville in 1880, where he entered the grain business. In 1883 A. E. Reynolds became a partner of Mr. Crabbs and 11 years later Tully Crabbs, son of the founder of the company, joined the firm. In 1905 the company was reorganized as the Crabbs Reynolds Taylor Co.

Mr. Crabbs was an ardent Methodist. In 1882 he was elected a trustee of the local First Methodist church, which office he held to the time of his death. He was also a member of the Board of Trustees of the Methodist hospital at Indianapolis and he took an active interest in the organization and operation of the local Y. M. C. A.

In spite of his 88 years, Mr. Crabb retained his keen mental faculties up to the time of his death and maintained a constant interest in business and public affairs.

Mr. Crabbs is survived by his son, Tully C. Crabbs, his daughter, Mrs. Frank C. Evans, 3 grandchildren and 2 great grandchildren.



Million Bushel Annex and Marine Tower added to Superior Elevator, Buffalo.  
[See outside front cover page.]



## South Dakota Grain Dealers Favor Terminal Storage Laws

The weather and roads during the preceding days of the twentieth annual convention of the Farmers Elevator Ass'n of South Dakota, held at Watertown on Dec. 1, 2 and 3, were ideal for a large attendance. Many who perhaps would have otherwise felt that crop conditions would not justify their spending the money came in from even as distant as the "Rosebud" and "West of the River" country. This convention is perhaps the last one of the many to adopt the rapidly becoming popular allotment of the first morning to the renewing of old acquaintanceships. It is last only in that its meeting dates fall so late in the year.

PRES. A. L. BERG, that capable veteran of Baltic, called the first session to order in the afternoon.

REV. KECH asked the blessing.

The assembly joined in singing a number of "warming-up" numbers from the song-sheets distributed thru the courtesy of the Watertown Chamber of Commerce.

WM. SHIRLEY, Sec'y of the Watertown Chamber of Commerce, welcomed the visitors.

Pres. Berg responded, following with a resumé of the ass'n's activities in forming district meetings, which now total fifteen in number.

RALPH JOHNSTON, Brookings, convinced the convention that smut could be prevented, that while the treatment of the seed was in some instances not 100% satisfactory, yet the staggering loss sustained by the producers could be materially reduced thru the treatment.

The loss referred to includes reduced production on account of smut in the growing of wheat, oats and barley.

WHEAT SMUT is divided into two groups: cover or stinking smut and the loose smut.

STINKING SMUT is controlled by seed treatment with formaldehyde or copper carbonate, the latter being strongly preferred as the former is reputed oftentimes to injure seed germination.

The life-cycle of "stinking" smut was delved into at length. It appears that as the wheat seed matures so does the smut spore until that stage of development that the growth of the spore overtakes that of the seed, resulting in a smutting head.

Displays of copper carbonate, of treated seed wheat, etc., were placed on exhibition in connection with a thoro explanation of copper carbonate seed wheat treatment. It appears the copper carbonate kills the smut spore, providing the seed is not under-treated. The importance of proper treatment was stressed forcefully.

Displays of the stinking smut ball, wheat in which a smut ball has been broken, a smutty head of wheat and also of loose smut on wheat were exhibited and passed for more careful examination.

Smut-free seed wheat or modified seed treatment were recommended in combatting the "loose" smut menace. In this connection it was specifically cited that treatment of any kind must be done properly and in the event of "loose" smut treatment the seed must be thereafter cautiously protected from smut spores flying in the air.

A list of manufacturers putting out a machine adapted to the proper treatment of "loose" smut was passed about to those interested, accompanied with the recommendation that the elevators of the infected territories buy a machine and rent it out to the farmers of the community at \$1 a day.

Smut spores also live over the winter in dry ground, which condition may only be com-

batted thru a predetermined program of balanced crop rotation.

Further confidence was established in resorting to crop rotation as a check on the smut by the assurance that corn smut does not affect wheat and that seed wheat is immune from corn smut-infected soil.

Unfortunately copper carbonate cannot be adapted to the treatment of smutty oats or barley, the inner hull of both being impenetrable. Formaldehyde is the sole effective agent. For reasons appearing many times over in the columns of the Journal in connection with smut treatment it is essential that the formaldehyde be fresh and up to standard strength.

OATS AND BARLEY are subject to "stinking" and "loose" smut infection. Barley is treated the same as wheat to counteract "loose" smut infection, that is, with copper carbonate; however the "loose" and "stinking" smut of oats and also the "stinking" smut on barley can only be controlled thru treatment with formaldehyde. Copper carbonate is, however, recommended for the treatment of hull-less oats, but the treatment process must be thorough.

CORN SMUT treatment methods were volunteered from the floor, the speaker having had inestimable success with the formula of 25 pounds of water to one pound of formaldehyde, in which the infected seed is permitted to soak eight hours. His observation also prompted the assertion that the treatment of the infected corn also increases its germination. Corn smut is a barnacle of the air and attacks the corn as it grows.

All smut is apparently a disease, an auto-intoxication of the soil. Crop rotation and seed treatment are the only established agencies of eradication.

"Diseases of Grain," Bulletin 100, North Dakota College of Agriculture, was referred to and recommended as being as authoritative a text as there was available on the subject.

The appointment of committees was announced:

Resolutions—C. G. Anderson, Aberdeen, Chairman; John Meylink, Rowena; B. L. Ewing, Doland; H. E. Cobey, Winner; C. Howard Hartung, McLaughlin; H. L. Steninger, Parker; John D. Wilson, Brookings; Andrew Erickson, La Bolt; H. A. Campbell, Selby.

Credentials—E. H. Day, Clark; F. J. Cross, Randolph; D. A. Johnson, Chancellor.

JOHN MEYLINK, Rowena, forcefully pled for a revival in spirit and co-operation in the interest of propagating the cause of the movement. Referring to the fifteen bills presented before Congress, legislative agitation was scornfully scored. Congress cannot be held responsible for the lack of relief of agriculture as agriculture has no further lien on class legislation than has industry. Co-operation must originate at home.

Today it is the friction between the Farmers' Elevator, the Farm Bureau and the County Agent that is responsible for the present unrest. Why should the Farm Bureau or County Agent be a merchandiser when actually they are not forced to it by their constituency? Let's see if we can't get our feet under the same table and iron out differences looking towards the smooth and efficient functioning of all agencies.

This accomplished the Farmers' elevators should all buy equipment for the cleaning and handling of clover seed, etc. Reliable seeds should be purchased from some established, reputable, tax-paying seed house rather than through some irresponsible, outlaw grower's ass'n and these should be merchandised through the Farmers Elevator probably with the vocal

aid of the Farm Bureau and the County Agent.

Closer contacts can only be established through district meetings, which is the logical medium of creating loyalty and greater interest. Remember! "United we stand, divided we fall."

The benefits of district meetings were confirmed with reports from representatives of the fifteen districts. It was the consensus of opinion that pressures should be brought to bear through these mediums of discussion to put a stop to the continual splashy, political, wolfish agitation appearing in sheep's clothing as agricultural relief legislation. In addition to advantageously using our brains let us also apply ourselves seriously to unadulterated work; let us make two blades of grass grow where only one grew before.

F. S. BETZ delivered a thorough oration appealing to the patriotism of the assembly to develop inland waterways for the sake of generations to come. He feels the individual burden of high transportation costs would be reduced thereby.

### Wednesday Evening Session.

REV. "PETE" A. LEE, Secretary of the N. D. State Grain Dealers Ass'n, Grand Forks, in his customary jovial manner, applied the term "Flikertail," the state's nickname, to some of the minds residing within the boundary of North Dakota.

Pleasantly diverting his thought theme from the ridiculous to the sublime, he reiterated that oft spoken thought that the managers of Farmers' Elevators are in the first instance believed to be thieves. If the elevator company makes a good financial showing the stockholder conceitedly and suspiciously takes the stand that 99 44/100 of the company's profits were stolen from his personal larder. Now on the other hand, if the company shows a loss the manager is believed to have stolen from the hand that was feeding him. "Briefly the manager is damned if he does and damned if he doesn't." If the manager dresses as well as he should he is suspected and if he doesn't he is an outcast.

The one redeeming feature in North Dakota which should more than counterbalance this unfounded suspicion is the ignored fact that fewer managers are serving "time" than representatives from any other industry, including bankers, lawyers, etc. The reason for this is to be found in the fact that the manager's heart is wrapped up in the business.

If a little of the milk of human kindness is shown, if the manager is patted on the back and encouraged his interest will be deeper and business better.

Federal supervision is much to be preferred to federal inspection, regardless of the establishment of federal standards. The technicality thereof was bound to increase, for as we constantly deplete the soil the variation of the minute technicalities involved increase in direct proportion.

On one test car purposely routed through outlying sample points and terminal markets thirty-three different samples were taken, few being identical. This grain should have been the same, no matter where that car was shipped in the United States.

We are now attempting to establish a terminal market within our own state, figuratively to pull ourselves up by our own boot straps. In regard to this proposition of sampling we maintain that there is a duplication of effort which is both unnecessary and wasteful.

We must work out our own problems; no one else can do it for us. Congress can offer no relief; furthermore, no man is any richer by taking a dollar from one pocket to place in the other.

This is an age of super-organization. Practically no industry is without its own enveloping ass'n. We all know how the Shipper's Advisory Board has saved millions to the grain shippers of the country, but few know that the Farmers Elevator Ass'n of North



Dakota saved a modest four million dollars to its shippers on the 1925 and 1926 crops, due solely to its tenacious opposition to the proposed 11% freight rate increase.

In unity there always will be strength.

A. F. NELSON, Secretary of the Minnesota Grain Dealers Ass'n, maintained that the signing of all outstanding notes by every corporate member has a tendency of instilling loyalty; it not being the duty of the Board of Directors to individually secure the obligations undertaken by the company.

Two cents margin is insufficient operating spread on which to conduct the grain business in any part of the Northwest. Buy with a profit and pay a dividend. Further, it is psychologically advantageous to pay a patronage dividend at the end of the year rather than over the scale, but obviously this requires much more than a two-cent operating margin.

Further measures designed to create interest include the employment of an outside auditor to go over the books regularly, the issuing of monthly statements, advanced notices on expected arrivals, annual picnics and periodical dividend-paying banquets.

997 cooperatives failed in one period under observation by the U. S. Bureau of Standards. Of that total 75 were credited to dishonest management, but the greatest proportion to inefficient management.

Alice and John married. She ruled the roost from then on, establishing the custom of \$1 in advance per kiss. Alice showed quite a profit at the end of the first year, though she issued no patronage dividend. The second year her earnings diminished, continuing to dwindle during the first ten years of their married life. Upon questioning John upon her decreasing income, he pleaded poor business conditions. Within a short period all their personal property was foreclosed. Bravely they packed up the few personal belongings left them to search for a habitat within their means. Alice chose an ultra-modern bungalow and dragged John through her find. John pled that his income was insufficient to permit such luxury. Alice then "sprung" the blow that killed father. "Why, John, dear," were her words, "this is ours. You have paid for it through the years \$1 at a time." John's head drooped and his eyes became glued to a spot on the floor. His unexpected muse puzzled his queen and it was only after long coaxing that she obtained his confession. He was sorry that he hadn't spent all his dollars with Alice. And so it is with the stockholders of Farmers Elevators.

The Perkins Dockage Testor was ruled out by the Federal Inspection Department. The united strength of the Minnesota State Ass'n is responsible for its reinstatement. The bin-cover case was also referred to as well as the flax dockage case, illustrating a few of the benefits to be derived from organization.

H. E. COVEY, Winner, Lt. Governor-elect of S. Dak., condemned proposed farm relief legislation, believing in the final analysis that the industry alone must settle its own problems.

M. R. BENEDICT, Brookings, believes there is room for closer cooperation between some of the cooperative organizations of the state. To be sure, some cooperative associations have not settled down to find their place in their communities, and if they do not do so shortly it is feared they will pass on.

It is very doubtful whether the young farmer appreciates the value of competition. He must be educated to realize its contribution to business.

Supporting your elevator while it is successful and leaving it stranded at times of financial reverses was aptly compared to lumberjack John's shooting of his wife Mary because she broke her leg.

The cooperative organizations of Denmark are to be commended for establishing standards and raising qualities of strains and bettering production methods. The farmers ele-

vators of S. D. are also in a position to better the quality of a producer's product. It must be remembered that it isn't what the producers want to produce, it's what the consumer wants to buy and will pay for that brings home the bacon.

Advertising created a demand for the members of the Cranberry Marketing Ass'n and while grain is a bit more cumbersome and also must compete in the world's market, advertising may profitably be utilized to the end of creating a demand for superior strains.

Dockage slashes more of a toll from the grain shipper's profits than is realized, the freight on millions of bushels shipped to the terminal market represents a yet uncalculated loss. Better production methods, rotation of crops and other heretofore mentioned alternatives would eliminate this shameful penalty for carelessness, as in the instance of smut prevention. For increased prosperity develop uniformity and standardization and disseminate only those standard and selected seeds best acclimated to the weather and soil conditions of your own particular community.

Too often a local elevator will handle the seed on which the greatest profit is derived. The farmers elevator is a community institution and should aim to secure only the best adopted strains producing the best quality and greatest quantity. However careful we are, foreign seeds of low germination and quality and production are "panned" off. Seed quality deficiencies should be treated as a community problem.

## Thursday Morning Session.

The third session was devoted to operating expenses.

W. J. KUERT, Assisting Marketing Economist, Bureau of Agricultural Economics, Washington, D. C.; interestingly illustrated his enlightening address with self-explanatory charts and slides. One of the most interesting charts was the comparison of the average operating expenses of twenty-five farmers elevators in the spring wheat area during the crop year 1924-5 and 1925-6. Of the total expenditures in the later period management took a 7.46% greater toll than in the previous period, repairs and renewals 50.31%, light-heat-power 28.18%, depreciation 11.4%, taxes 57.47%, insurance 45.10%, supplies 35.30%. Bad accounts showed a decrease in the later period of 30.35%, interest and exchange a decline of 35.03%. Total operating expenses showed an increase in the later period of 9.32%.

## Managers' Thursday Afternoon Session.

The fourth session was turned over to the managers.

B. L. EWING, Doland, presided at the managers' session Thursday afternoon. His first remarks included statistics showing that the commission houses of Minneapolis are giving the grain shippers of S. D. better service than the line houses get through their own sales organization. The politicians, he warned, were taking advantage of the present condition of agriculture. He illustrated this point with some of Lowden's ridiculous remarks in Des Moines recently. The U. S. Grain Growers, the St. Paul Equity, and all similar organizations have resulted in losses to the producer, he warned.

R. C. MILLER, Federal Grain Supervisor, at Minneapolis read an address on Grades and Dockage which is published elsewhere in this number.

C. G. ANDERSON, Aberdeen: District organizations should be made to function in combatting all this proposed relief legislation.

As a group farmers elevators spend mighty little for publicity, more would certainly be a profitable investment.

Some seem to forget that one of the essentials of successful operation is the proven axiom "service before self." No one can afford to be cocky or independent or even selfish because he has everything his own way.

A reasonable margin of profit should be carefully calculated and that margin adhered to unwaveringly. Never overbid!

Care in the selection of the Board of Directors as well as in the manager should be exercised. Men of ability and power to win confidence should be the only ones even considered. It must be remembered there are oodles of men in business not adapted thereto.

He concluded his sage recommendations with the reading of that refreshing poem "Let Me Live in a House by the Side of the Road and be a Friend to Man."

C. HOWARD HARTUNG, McLaughlin: The practice of paying stock dividends to non-shareholders has been found to work out very well in our community. Dividends are held in a sinking fund until a total of \$100 is accumulated. We then issue a share of paid up stock.

There is nothing in our present storage law terminating the period of storage. When we sell storage grain and hedge the sales the burden of commissions in transferring hedges from one option month to another consumes all the storage profits. In Minnesota the storage period automatically expires as dictated by law. The storage laws of S. D. would be much more acceptable if similar provisions were made.

B. L. EWING: Farmers elevators should exercise the same discretion in choosing their commission house connections and investigate their financial responsibility in the same thorough manner in which they themselves are investigated. There is no offense connected. In fact they will welcome such investigation.

Farmers elevators need more operating capital on which to operate successfully further than they need to advertise. As a class grain men are perhaps the poorest advertisers to be found in any industry. William Jennings Bryan's appropriate simile about the fellow who threw his girl a kiss in the dark was amply applied. The boy-friend knew what he was doing, but no one else did. Look at the Farm Bureau! They are claiming undivided credit for blocking the 5 cent rate increase and are getting away with it when actually they had no connection with the case whatsoever.

E. S. WOODWORTH, Minneapolis: The Northwest raises the dirtiest grain produced in the U. S. The accompanying enormous waste might readily be eliminated by the sowing of clean seed. It is a losing proposition to pay for dockage at No. 1 prices. Just tarry for a moment and try to estimate the staggering loss which is too often credited to shrinkage which actually is nothing but dockage.

It takes a sane man to stand prosperity! Nevertheless surpluses should be builded which will afford protection for the lean years and sufficient operating capital for the heaviest business years.

Business must be conducted on sound basic principles! It is neither equitable or desirable to be obligated to any terminal firm when there are so many houses plugging unfailingly to obtain the best prices for shipments.

The resolutions adopted by the managers included the following:

Resolve that we commend the efficient and effective efforts which are being made by our railroad commission toward securing proper adjustments in freight rates which will permit our grains to move freely to all markets in equitable competition with those from other areas; also for their efforts toward lowering the levels of freight rates from this section, as these efforts result in saving hundreds of thousands of dollars which are often little understood or recognized by the general public.

Resolve also that the Legislative Committee be instructed to use all honorable means with the legislature and the appropriations committees thereof to the end that the Railroad Commission receive ample appropriations.



### Banquet by the Solicitors.

Twenty grain firms, 9 coal companies, 4 mills, 3 trade paper publishers, 3 fire insurance companies, 2 grain separator manufacturers, 2 elevator supply houses, 1 scale manufacturer, 1 lightning rod house, 1 motor and scale house, 1 elevator contractor, 1 fence post concern, and 1 twine manufacturer, contributed to the successful five-course dinner and entertainment held in the basement of headquarters hotel for 291 of the 318 registered appetites.

The attendance practically tripled the preceding five hours and dropped off 75% between the termination of the banquet and the following breakfast hour. It is hoped everyone will be taxed equally next year at time of registration.

The entertainment consisted of solos and song en masse and scores of witty contributions in the way of Scotch stories and personal chidings. M. E. Coffey of E. P. Bacon & Co., was the capable toastmaster.

### Friday Morning Session.

The fifth and last session was devoted to the discussion of transportation matters.

J. J. MURPHY, State Railroad Commissioner, on "Warehousing and Transportation": Industry imbued with public interest is of necessity subject to regulation and there can be no discrimination in applying the intensity of the law. However we prefer to apply educational methods rather than the proverbial "club."

You should have a patriotic interest in everyone engaged in the grain business for should he ever take a misstep the reflection casts its shadow over the entire industry. By getting together you can solve your own problems and further remove any cause of regulation.

Bonding laws are necessary because of the "weak sisters." At the same time it becomes economically necessary to apply the law equally to all. If you find yourself unable to secure ample surety bonds certainly the additional protection may be obtained through personal surety bonds.

Getting around the storage law by accepting the grain, writing a check for same and then placing that check in your own vault is sure to result disastrously. You in turn do not expect your coal patrons to accept a load of coal, write you a check and place same in his own pocket.

Adopt business principles, adopt a sound public and business policy. Above all be honest and law abiding. If the law is wrong don't violate it, change it. If the storage rates allowed by law are too low or too high start action before the Railway Commission. Above all do not discriminate against the elevator who does not store.

Transportation enters into the affairs of every industry. The high level of freight rates are due to the geographical outlay of the country, however the rates of S. D. should be equalized so that our people will not have to pay more than their fair share of the burden.

Agricultural products are the backbone of the carriers income. Lowering them is putting them out of business; increasing them will not assist agriculture for the railroads would be forced to make up any loss on the class and commodity products hauled which the farmers consume.

Special requests for low rates to stricken areas are fundamentally bad practice as the railroads will never cease to throw it up in asking for rate advances.

Every elevator operator should take it upon himself to determine definitely the producer's intentions in regard to storing or selling. He owes it to himself and his patron.

Bonded warehouses must accept all grain offered for storage which is merchandisable regardless to the capacity of warehousemen's storage quarters.

Should the amount of grain in storage exceed the value of the warehousemen's surety

bond additional security must be secured.

CHARLES S. McDONALD, State Senator of Minnehaha County: Government in business is a losing proposition. While business must be mixed into politics we need more business in politics and less politics in business. While most folks realize prosperity cannot be revived through legislation it must also be remembered that on the contrary legislation can quickly bring about a panic.

We have put adverse laws on our books that have crippled business and consequently driven capital from the state. The bonded indebtedness of the entire country is \$13.94 per capita while that of S. D. is over \$94 per head. We must let outside capital know it is invited in our boundaries and that we will make it safe for it to remain.

State rights are perhaps less limited than it might be profitable for them to be in overstepping their bounds. The agitators, and the fly by night are perhaps more responsible than any other factor. Remember men, they are only selfishly interested.

The minutes of the last meeting and the treasurer's report were read by the secretary both of which were adopted. The credential committees report entitling 150 members to vote was also approved.

The report of the Resolutions Com'te was adopted:

### Resolutions.

#### Favor Reduction in Freight Rates.

Resolved, that we are in full accord with the proposed reduction in freight rates from the northwest to the eastern trunk line territory via Minneapolis, for the reason that it will preserve the milling industry and give the farmers of the spring wheat region the benefit of the premium wheat market that is now enjoyed by all territory tributary to that milling market.

#### Urge Amendment of Storage Law.

Resolved, that we, the South Dakota Grain Dealers Ass'n, go on record as favoring an amendment to our present storage law, setting a definite date for the termination of the storage, and requiring the holder of the ticket, after having been given thirty days' written notice, either to pay up storage to date and renew such ticket, or in case of his neglect to do so, the elevator company shall check out such stored grain.

Whereas, there is an obligation imposed upon the employers of labor subjecting such employers to a great liability in case of injury or death of such employees, therefore be it

#### Recommended Workmen's Compensation Insurance.

Resolved, that we again recommend and urge all elevator companies to carry workmen's compensation insurance on all employees, and further, that they carry fidelity bonds in ample amounts to cover any possible loss.

#### Ask Speedy Development of Waterways.

Resolved, that we favor the speedy development of our natural waterways for transportation, including the Mississippi River and its tributaries, the Missouri, the Ohio and the Illinois rivers, and the St. Lawrence outlet of the Great Lakes system to the sea, to the end that there may be an inter-related water transportation system which nature has so bountifully laid out for us economically to transport our products. Be it further

Resolved, that we send a copy of this resolution to the Senators and Representatives in our National Congress from South Dakota.

#### Ask Resolution of Confidence in Banks.

Whereas, the banking system of South Dakota is in a deplorable condition, and whereas, the best interests of the state demand a sound system of banking, therefore be it

Resolved, that the ass'n urge upon our legislature the imperative need for the early enactment of such laws as will restore public confidence in our banking system.

#### Ask Conference on Legislation Affecting Grain Business.

Whereas, the grain handling and marketing equipment of the present elevators are essential in giving service to our representative communities, therefore be it

Resolved, that the co-operative elevators of this state, representing over \$6,000,000.00, and handling annually 90,000,000 bushels of grain, be called into conference when legislation affecting our business is contemplated, in order that something constructive may be developed.

The election resulted in a reinstallation of the former officers.

The conventions last official action was to refer the consideration of recommending that

Pres. Coolidge remove the tariff on Canadian seed wheat to the proper committee for action. The meeting adjourned *sine die*.

### Convention Notes.

From Milwaukee came M. E. Coffey of E. P. Bacon & Co.

Registration was in charge of Leo Barrett and his private sec'y, Doris Richmond.

Tom J. Morgan representing the Updike Grain Corporation came up from Sioux Falls.

Western Telegraph Union conspicuously posted C. N. D.'s on the lobby floor for the convenience of delegates.

Secretaries in attendance were the Rev. "Pete" A. Lee, Grand Forks, N. D., and A. F. Nelson of Benson, Minn.

INSURANCE representatives included E. C. Paulson, Grain Dealers National Mutual Fire Insurance Co., and Geo. T. Michaelson and E. H. Moreland of the Tri-State Mutual Grain Dealers Fire Insurance Co.

MACHINERY representatives in attendance were A. W. McLane of Fairbanks-Morse & Co.; C. H. Townsend of Strong-Scott Mfg. Co.; Wm. McCrum of Richardson Scale Co.; A. P. Winter and Ross Irwin.

MINNESOTA Dealers were W. A. Doyle, Danvers; C. J. Frederickson and D. E. Geier of Ortonville; Matt Heinzen and L. H. Jacobson of Madison; O. H. Mayron, Louisburg; G. O. Miller, Porter; M. Stemsrud, Madison.

SOUVENIRS: Snappers and winking cards by Fred Holtby of the T. E. Ibberson Co.; pencils by Tri-State Mutual Grain Dealers Fire Insurance Co. and Lindsay Bros. Inc., and matches by Salyards Grain Co. E. P. Bacon & Co. circulated a little poem on the "The Gamblers Will Get You." Trick boxes by R. R. Howell & Co.

INDEPENDENT operators in attendance included: Geo. O. Cotton and J. O. Sundet, Volga; E. D. Curley, Manchester; Frank Harms, Spain; A. C. Jensen, Watertown; M. C. Johnson, Oldham; R. H. Jones, Spain; Ed. Lovre, Toronto; Earl A. McBath, Watertown; Carl Ostroot, Naples; H. H. Parliament, Henry; P. J. Peterson, Brandt; C. O. Rosengram, Vienna; H. A. and Wm. Sharf, Summit; R. E. Shoemaker, Langford; W. W. Taylor, Vienna; H. O. Wohler, Brandt.

MINNEAPOLIS commission representatives were: E. F. Barret, Leo Barrett, B. E. Beltz, Theo. Blake, Chas. W. Bleick, W. P. Brown, R. M. Davies, W. A. Denham, F. W. Dittes, L. L. Drulby, Chas. H. Eyer, C. J. Furst, C. L. Gange, J. O. Hagedak, F. L. Haskins, J. G. Haugen, Frank H. Higgins, Henry Huber, C. W. Hughes, D. J. Johnson, C. H. McCarthy, J. V. McCarthy, E. J. McGlenn, P. L. Remund, H. S. Roberts, L. S. Russell, H. H. Sand, F. M. Davies, H. Smokstad, A. Wachtel, C. C. Weides.

EXHIBITS: One of the small farm size Carter-disc separators was on display in charge of A. W. Erickson and M. W. Sloan. R. R. Howell & Co. had a display of belting, buckets, sieves, dockage scale, test kettles, Kewanee dumps, and car door closers in charge of F. E. Barsaloux. Dodd & Struthers had their static machine on exhibition. J. J. Martin capably explained the advantages of lightning rod protection. Lindsay Bros., displayed twine in charge of H. W. Bright. South Dakota Penitentiary twine Plant exhibited specimens of its product on exhibition in care of M. Brusveen. Myles Salt Co. displayed samples in charge of Frank Rhodes. Porter Seed & Grain Co. displayed samples of seed corn. Fancy seed oat samples were on display for the account of Farmers Co-operative Co., in charge of W. C. Hunt. The Twin City Separator Co. had a clover-leaf separator on display.

MANAGERS of South Dakota elevators in attendance included: C. G. Anderson, Aberdeen; Olaf Anderson, Frederick; L. E. Ane-

[Continued on col. 2, facing page.]



## Liability of Broker to Principal.

Trans-Mississippi Grain Co., of Omaha, Neb., plaintiff, v. W. L. Richeson Co., of New Orleans, La., defendant, before arbitration committee No. 5 of the Grain Dealers National Ass'n, composed of H. J. Smith, H. L. Kearns and W. H. Killingsworth.

Plaintiff quoted defendant a price to work on "marginal contract." The customers, Hall & Sons, Columbia, Miss., would not buy on "marginal contract"; and Richeson confirmed without "marginal contract." When plaintiff received this confirmation no exception was taken, but its own confirmation was mailed to defendant and Hall & Sons containing the provision for margin.

The defendants claim immunity under Trade Rules 4-B and 4-D that their confirmation was accepted by both Trans-Mississippi Grain Co. and by Hall & Sons, thus becoming the contract and thereby nullifying all other terms or conditions not contained in their (the broker's) confirmation.

### Majority Opinion.

We are of the opinion that Trade Rule 4 is a basic rule, defining what constitutes a contract. A contract must be established before a breach of same or a loss thereunder can be set up. When a contract is effected, such agreement automatically cancels terms or conditions not contained therein.

The language of Rule 4-B is clear and positive—that the broker's confirmation is the contract unless immediately upon its receipt, amendment or cancellation is effected by wire or 'phone with the other party to the contract (not the broker).

We hold the belief that the underlying principles of all the trade rules are that a breach of contract should be immediately noted and any loss claimed should be immediately established.

The plaintiff should have been put on notice on receipt of broker's confirmation on August 17 that they did not have a "marginal contract." The trade rules are the custom, and we cannot recognize an exceptional practice as taking precedence over and nullifying a trade rule, which is the general custom. If the plaintiff were not willing to waive the "marginal clause" condition of quotations and acceptance, they should have on August 17 effected amendment to cover by wire to Hall & Sons, or failing in that, they had the right to refuse the broker's confirmation, wiring Hall & Sons to that effect and to hold the broker under Trade Rule 36-C for all loss chargeable to the misrepresentation up to that time.

The shipment was made on this contract in August. By reason of market decline, a margin was requested by plaintiff on September 11, but this was refused. A further shipment on the contract was made in October and the balance of the contract sold out for account of Hall & Sons in December with a resulting loss of \$2,454.30.

We are of the opinion that in the acceptance of the broker's confirmation the condition of marginal requirement was canceled and that, therefore, the broker cannot be held for loss under the contract so accepted, and we render decision in favor of W. L. Richeson Co., that they owe no part of this claim, and we assess the cost of arbitration against the Trans-Mississippi Grain Co.

H. L. KEARNS,  
W. H. KILLINGSWORTH.

### Dissenting Opinion.

The question in this case is whether under the circumstances it is fair and right to apply the principle as set out in Rule 4, namely, that failure to take exception to a confirmation not only binds the principal to the other principal but also releases the broker of all responsibility.

Where an error on the part of the broker is unintentional and he is unaware of the fact that he has made an error, I can see the justice of releasing him of responsibility once his principal knows what has been done and takes no exception, but this is a case where it was not an error but a deliberate violation of principal's instructions on the part of the broker. The principal offered him the oats basis "marginal clause" and broker confirmed it basis plaintiff's wire although the evidence shows that the broker endeavored to sell basis "marginal clause" and buyer refused to purchase on that basis. Broker's confirmation did not show "marginal clause" and plaintiff did not take exception to it, but I do not think that under the circumstances that is sufficient grounds for putting all responsibility onto plaintiff for, after all, the only thing that plaintiff could have done was to advise defendant of something of which defendant was already aware. Defendant cannot claim that plaintiff knew he did not have a "marginal clause" because plaintiff in acknowledging receipt of defendant's confirmation sent defendant a copy of plaintiff's confirmation including the "marginal clause."

The evidence clearly shows that plaintiff did not understand that he did not have a "marginal clause" contract until he received defendant's message of September 11 stating

"This not marginal contract." Plaintiff immediately wrote asking defendant to assume responsibility for the contract and defendant failed to answer that part of plaintiff's letter. Plaintiff immediately wrote defendant again demanding guaranty of the contract and received defendant's refusal to do so probably September 30. At that time the buyer had defaulted in taking out oats as provided in that contract and plaintiff could have very properly cancelled same.

To summarize, I do not think it would be fair or just to force this plaintiff to assume all of this loss for not notifying defendant of something of which plaintiff was not aware and of which defendant was the author and fully aware at all times. On the other hand, I think plaintiff could have protected himself from further loss by cancellation of the contract on September 30, and therefore should be responsible for that incurred after that date.

I, therefore, find in favor of plaintiff and against defendants for the difference in market between August 11 and September 30, 4½ cents bushel on 2,700 bushels, amounting to \$1,113.75 plus interest at 6 per cent from September 30, 1925, until the judgment is paid and would assess the cost of this arbitration against defendants.

H. J. SMITH, Chairman.

[The minds of the parties never having met, there was no contract between plaintiff and Hall & Sons.—Ed.]

## South Dakota Grain Dealers Favor Terminal Storage Laws.

[Concluded from page 686.]

dahl, Ahnberg; M. E. Babcock, Butler; W. C. Berry (ass't), Willow Lake; C. F. Bohn, Frankfort; J. J. Brucher, Broadland; C. F. Brummond, Malham; J. W. Bundy, Hetland; H. A. Campbell, Selby; Herman Carlson, Holmquist; S. L. Chapin, Lebanon; C. H. Chester, Linnox; R. W. Cochrane, Badger; H. S. Cragg, Vienna; J. A. Ecklein, Arlington; W. F. Einsink, Rockham; B. L. Ewing, Doland; H. O. Ewing, Turton; H. J. Fagerland, Wau-bay; Paul J. Graber, Freeman; H. F. Gerberding, Bemis; C. E. Griffiths, Houghton; John Grosz, Armour; M. O. Emil Hagie, Goodwin; C. Howard Hartung, McLaughlin; O. G. Haugen, Crocker; O. O. Haugen, Ortle; H. Hinderaker, Astoria; C. H. Johnson, Royal; M. Keenan, Clark; H. G. Kerksen, Waverley; Charles Kirsh, Kampeska; George B. Lee, Willow Lake; George E. Lee, Naples; T. E. Lewis, Florence; G. A. Lundberg, Unityville; G. W. Loats, Dempster; F. J. Malony, Aurora; Frank McGovern, Langford; Ernest McKee, Wagner; H. M. McMara, Hazel; J. E. Miller, Castlewood; O. A. Mitchell, Altamont; H. C. Nelson, Summit; John Nicholson, Henry; H. A. Olson, Harrisburg; M. R. Otter, Garden City; I. W. Overton, Webster; E. J. Oyan, Baltic; C. L. Peterson, Randolph; E. W. Renning, Northfield; O. M. Rasmussen, Crocker (ass't); R. M. Rasmusson, Wallace; C. A. Ripley, Thomas; Edward Rogholt, Lake Preston; O. A. Rollands, Oldham; E. H. Sauder, Bryant; H. A. Strangland, Rutland; B. Twaddle, Estelline; F. A. Van Kirk, Burch; L. A. Wachtler, Edan; E. C. Wheelock, Mina; M. H. Wheelock, Grover; John D. Wilson, Brookings; Sam Winge, Wheaton; F. J. Woodring, Winner.

Italy's new law against strikes was invoked Nov. 26, when 81 clothing workers were fined \$5.25 each for stopping work.

Hogs turned into a field of corn that had been under water a long time at Kewanee, Ill., became intoxicated. Thirteen died and several others fell into a creek and were drowned.

Washington, D. C.—In accordance with the plan of the Federal Trade Commission to rotate its chairmanship each year, C. W. Hunt of Iowa was chosen chairman on Dec. 2.

Buffalo, N. Y.—An effort to obtain a cargo of ex-lake grain here to be shipped by canal to the state elevator at Oswego failed. Last year only one cargo was obtained, the only one the elevator has ever handled. Oswego holds some hope that completion of the Welland Canal will build up its shipping interests.

## International Hay and Grain Show.

The annual International Hay & Grain Show was held at the Union Stock Yards in Chicago the week of Nov. 27 to Dec. 4, inclusive, in connection with the International Livestock Exposition. Records for attendance were shattered by the huge crowds that jammed the amphitheatre and the judging arenas in the adjoining structures throughout the course of the exhibition. The out-of-town attendance was augmented with the arrival of several special trains. Reduced rates on railroads added to the influx.

Demonstrations and contests staged by the National Boys and Girls Clubs attracted much interest. Thomas M. Lux of Shelbyville, Ind., 12 years old, was selected as "Corn Prince" of the country from more than 100 contestants. He is a son of Peter J. Lux, who has been "Corn King" twice. Two of his brothers and a cousin have been "Corn Princes" in the past 6 years.

Kenneth Hinshaw, 20 years old, Goldendale, Wash., was awarded the Moses leadership trophy by popular vote of the club members. This trophy is given the boy showing the highest qualities of leadership among the 610,000 boys and girls in the farm club movement.

Herman Trelle, Wembley, Peace River, Alberta, Canada, took the wheat championship from L. P. Yates of Fishtail, Mont., and carried it back to Canada. His exhibit was of exceptional quality and tested slightly more than 66 lbs. to the bu. Canada has won the wheat laurels 14 times in the last 16 years. Trelle obtained his original seed from the Alberta Agricultural Experiment Station at Edmonton about 8 years ago. He also took first prize in white oats.

The rye laurels went again to South Manitou Island, Mich. Geo. and L. C. Hutzler, brothers, taking the championship on an exhibit of Rosen rye.

Montana entries won the firsts on all classes of barley, three of the four placings going to L. E. Peterson of Victor, who repeated previous victories. Peterson won on two rowed, treble six rowed and straight six rowed barley. First on any other variety of barley went to C. Edson Smith of Corvallis, Mont.

It is significant that most of the prize winning entries of grain have come from the strains and varieties developed at the experiment stations of Canada and the United States. In the 116 samples of grain in the experiment station exhibit are new and improved crops which have increased the farmers returns \$75,000,000 a year in this country. They include wheat, oats, barley, flax, rye, and corn.

Various state agricultural colleges exhibited displays. Michigan preached on curbing the onrush of the corn borer, using enlarged photos and samples. Ohio worked in the same direction.

The University of Illinois had an alfalfa exhibit. So did Utah. The Ontario display consisted mostly of legumes, as did Wisconsin and Idaho.

Georgia showed how legumes were leading the state to diversified agricultural practices much to its profit.

The United States Department of Agriculture showed an exhibit regarding the ravages and the dangers of the European corn borer. The display included a map of the quarantined area, visible information on how deep plowing tends to kill off the pest, how close cutting leaves less stalk in which the borer might live, how a stubble-pulverizer breaks up the harboring places. A closely set husker-shredder will kill 95% of the corn borers in the stalks. The natural acid conditions that develop in a silo will kill any of the remaining borers.

The grain exhibits were not as extensive as a year ago. It is suggested by some that this may be a consequence of the Chicago Board of Trade failing to donate its annual \$10,000 worth of prizes.



# Missouri Grain Dealers Suggest Cures for Grain Trade Troubles

The Missouri Grain Dealers Ass'n held a good meeting Nov. 11 with about 60 country elevator and mill representatives present.

The morning had been spent in inspecting the corn samples exhibited at the National Corn Show, and the afternoon was taken up with the business session.

As stated in the announcement of the meeting, there were no set speeches, the entire meeting time being devoted to discussion of matters to be brot up by those present.

Sec'y D. L. Boyer of St. Louis acquainted the dealers with what had been done at the meeting of the Grain Dealers National Ass'n at Buffalo.

**MR. BOYER:** The carriers are still fighting over loss and damage claims and are continually bringing up things which make mutual agreements next to impossible. There will be two bills introduced in the next meeting of Congress. One "To enforce the liability of common carriers for loss or damage to grain shipped in bulk," and the other "To require the prompt settlement by the carriers of claims for loss and damage, or injury to goods." We will call on you for your support of these two measures as soon as they are introduced and we get their numbers.

**Tolerances on Weights.**—It looks as though another fight is looming up on automatic scales by the railroads. It involves an investment of hundreds of thousands of dollars in automatic scale equipment. We should get all data possible from shippers to help strengthen the case. This information should include a list of weights giving car numbers, date of shipment, point of origin, destination, shipper's weight, destination weight, and also the type of scale used by the shipper, and its capacity. This information should be placed in the hands of Mr. Goemann for use in this case.

Recent court decisions covering coal tolerance have been decided against the carriers. We cannot afford to go to court to test out each case on grain tolerances and therefore urge you to co-operate with your secretary or with Mr. Goemann direct and furnish information requested as outlined.

**Arbitration.**—It is interesting to note the development of arbitration in recent years and how it is being adopted by organizations of different industries. The biggest development taking place during the past year since congress passed the federal arbitration bill which went into effect on Jan. 1.

The organized grain trade of this country were the pioneers in arbitration, it being adopted by the National Ass'n in 1901. The state ass'ns all have arbitration committees. One very interesting fact in grain ass'n arbitrations is that every year develops fewer arbitrations. This is no doubt due to the fact that we have promulgated uniform trade rules which are now understood by the trade as a whole, and as they are clearly understood, it naturally eliminates a great many trade disputes. One other natural benefit from arbitration is the getting away from friction and the loss of customers and good will.

**Insurance Policies Require Endorsement.**—Some members have made inquiry as to what they must do to come under the Workmen's Compensation Law.

Section 2 says: "Every employer and every employee, except as in this act otherwise provided, shall be conclusively presumed to have elected to accept the provisions of this act and respectively to furnish and accept compensation as herein provided, unless prior to the accident he shall have filed with the commission a written notice that he elects to reject this act."

Such rejection of course cannot be filed until the Governor appoints the commission. His announcement of this appointment will in all probability be made within the next ten days or two weeks.

During the past few weeks most of the insurance companies doing business in Missouri have mailed to their assured an endorsement form, to be attached to the employer's liability policy, assuming on the part of the insurance company liability under the Workmen's Compensation Law.

If you have not attached to your policy such an endorsement, get in immediate touch with your insurance agent.

All of us are very much pleased that the voters of Missouri elected by an overwhelming majority to operate under and to give to our state a real Workmen's Compensation Law.

The Associated Industries of Missouri are to

be congratulated on the splendid work they did on this bill. The organization they perfected and the work they did was next to marvelous.

**Legislation.**—Reference to this law and to the recent election brings to our attention the fact that our State Legislature will soon be in session and that our State Legislators will no doubt again flood us with a lot of useless and foolish bills. During the last session there was introduced something like two thousand bills. Of these about 15 directly or indirectly affected the grain and milling trade of this state.

Your secretary will not attempt at this time to endeavor to anticipate what kind of character of bills will be introduced, but we can rest assured that there will be plenty of bills we are interested in come up. Please permit me to call your attention that we need assistance and ask you now to be ready to lend your support in checking adverse legislation and in promoting necessary legislative assistance.

**Right of Way Leases.**—During the last state session we had introduced a bill giving to the public service commission authority to serve as arbiters in disputes between carriers and shippers over railroad right of way leases. We were unable to get this bill out of the committee because the committee took the position that it was not constitutional on account of the fact that it took away from the carrier the right of private contract. This may be true but the bill we had introduced is almost identical with the laws that are in effect in Kansas and Iowa and we are going to have it introduced again during the coming session and try our best to get it through.

At our last annual meeting your secretary brought up the question of endeavoring to get some legislation passed which would divorce our Grain & Warehouse Commissioners Department from politics. Also calling attention to the Kansas situation on this subject. At that time a resolution was passed favoring such an effort.

**Reduction in Weighing Fees.**—At our meeting in St. Joe last June Mr. Roy H. Monier, our State Grain & Warehouse Commissioner voluntarily and courageously stated he was absolutely in favor of doing everything he could to operate his department on an absolute cost basis and to give the shippers of this state the advantage of economical handling. In a circular letter to our members the latter part of June we cited them to Mr. Monier's remarks and asked you to write him congratulating him on this stand which we hope all of you have done. If you haven't, it isn't too late to do so. It isn't very often we have a man holding a political appointive office who has this kind of courage and sane understanding of the necessities of the taxpayer. In order to confirm his statements made at the St. Joe meeting Mr. Monier issued instructions that effective Aug. 1, 1926, the in-weighing and out-weighing fees at elevators in Missouri operated under the supervision of his department would be reduced from \$1 to 75 cents per car.

He did this in spite of the fact that the movement of grain during the first half of the year did not justify a decrease. It was made on the assumption that the movement after July 1st would be big enough to stand it and we sincerely hope it does. He also spoke of trying to get the surplus earnings of the department placed in a revolving fund in order to take care of lean years and to enable him to make reductions when justified in doing so. This will necessitate legislative action and we want every man here to make a mental promise right now to help him get this put over. We of course will advise you from time to time on how to help.

**Pools** may come and pools may go but the organizer will keep on trying forever. There is nothing specially new under this subject. Your ass'n is sticking to its original stand that this method of attempted distribution is uneconomical and unsound and we are opposing every fresh effort along this line. The Oklahoma and Kansas pools have slipped badly in the last year and they have had an enormous loss in membership which of course has resulted in increased cost per bushel for handling.

The Indiana pool costs to its members amounted to just 15c per bushel more than through farmer or private elevators according to the pool report for 1925. The average price paid by individual elevators during this period was \$1.56½ while the pool settlement was \$1.41½.

The Canadian pool netted its members 5c per bushel less than the yearly average paid by individual elevators not in that gigantic combine. Besides these are a number of charges yet to come off of this price which will reduce it considerably.

In spite of the fact that recent court decisions have ruled against the pools who tried to force

members to do business thru them by suing for the 25c per bushel penalty for selling their grain elsewhere.

In spite of the fact that hundreds of farmers have put their farms in the name of their, wives, sons, brothers or anyone else who are not members of the pool to keep from having to deliver grain raised by them to their pool; in spite of the fact that pool members are suing the pools for recovery of losses sustained by mishandling and misstatements, and in spite of the fact that every year's operation shows it to be an uneconomical plan, the farmer friend or organizers are going ahead campaigning for members and finding from time to time new prospects on which they get their commission as organizers.

If the enormous Canadian Pools cannot operate as economically as the individual elevators, how on earth can the smaller unit pools of the United States hope to, or for that matter, a combination of all the U. S. Pools.

The recent declaration of Secretary Jardine in favor of Federal government subsidy for financing a 100 million dollar loan to a central pool agency to be in turn distributed by them to the different agricultural pools has given fresh hope to the pool organizers.

**What Is Wrong with the country elevator business** was the subject of a round table discussion. The troubles were declared due to the following conditions:

- Too many elevators.
- Pay no attention to costs.
- Too lax on drayage.
- Too much propaganda against the private dealer.
- Too anxious for business.
- Buying margin same or less than fifteen years ago.
- Competition too greedy.
- Free storage.
- Do not know what costs are.
- Buy basis cash instead of futures.
- Insufficient capital.
- Too much speculation.

SOME OF THE CURES suggested were as follows:

- Consolidation.
- Closer co-operation with customers.
- Closer co-operation with competitors.
- Better business methods.
- Know your costs of handling.
- No free storage.
- If storage necessary use purchase contract.
- Confirm your sales and purchases.
- Adopt a code of ethics and stick to it.

**RESOLUTIONS** were adopted endorsing resolutions passed by the National Ass'n in Buffalo. Endorsing Henry L. Goemann's work and support of amended bills to be introduced. Favoring the complete removal of the revenue tax on grain transactions. Congratulating Associated Industries of Missouri for work on Workmen's Compensation Act. Favoring renewed efforts on getting passed by our next legislature a railroad right of way lease bill similar to Kansas and Iowa laws even if it is supposed to be unconstitutional. Recommending legislation to divorce state weighing and inspection departments together with surplus earning that accrue from time to time from politics. Congratulating and thanking Mr. Roy Monier, State Grain and Warehouse Commissioner, for attitude on economical operation in his department and for reduction of fees on in and out weighing at state supervised public elevators in Missouri.

**Further investigation** covering transactions in the 1926 May wheat future confirm the conclusion set forth in Senate Document No. 135 that these heavy trading operations may move prices far out of the normal line; and may temporarily destroy the hedging value of the futures market. Steps have already been taken to work out some plan, in so far as the authority contained in the grain futures act will permit, to eliminate from the market those hazards which are so unmistakably reflected whenever excessively large lines are held by a few individuals.—Sec'y of Agri. W. M. Jardine, in annual report Dec. 10.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## CALIFORNIA

Bakersfield, Cal.—The Bannister Grain Co. is now operated by the Bakersfield Grain Co.

Livermore, Cal.—H. S. Brietigan, who was mgr. of the Farm Bureau Exchange for several years and handled the 1923 grain pool, has opened a grain, hay and feed store. His grain shipping business, which he previously handled from Hanford, will be continued here in addition to the wholesale and retail business. F. W. James and C. R. Downing are associated in the business with Mr. Brietigan.

## CANADA

Winnipeg, Man.—The Board of Grain Commissioners held a meeting in the Council Chamber of the Grain Exchange on Dec. 7 to consider the best manner of taking care of damp and tough grain.

Calgary, Alta.—The machinery is being installed in the new Spillers mill, and grinding operations will commence soon. Edward S. Munro has been appointed ass't mgr. of the mill. Eric Treherne is the mgr.

Vancouver, B. C.—Application has been made to the board of grain commissioners to raise the elevator charges, and millers and grain men in eastern Canada are much interested in the case. The farming interests are against the application, and will do all they can to prevent its going into effect.

## COLORADO

Holly, Colo.—The Romer Mercantile Co. suffered small damage by fire on Nov. 27.

Paoli, Colo.—J. W. Miles of Wray is the new mgr. of the Farmers Union Elvtr. Co.

Holly, Colo.—The elvtr. of A. E. Smith burned on Nov. 27. Loss amounted to \$7,000 on the building, and \$4,500 on grain.

Longmont, Colo.—J. R. Forsythe, gen. mgr. of the Longmont Farmers Mlg. & Elvtr. Co., died on Nov. 19 of heart failure, at the age of 79.

Sterling, Colo.—The Sterling Mill Co. has been sold to O. T. Vinsonhaler and Homer Vinsonhaler, who also own an elvtr. at Hudson, Colo.

Ft. Collins, Colo.—We have added two 8,000-bu. tanks to our elvtr. and also increased the capacity of the two we already had to the same capacity. This gives us 4 steel bolted tanks with a total capacity of 32,000 bus.—The Moody-Warren Commercial Co.

## IDAHO

Grace, Ida.—Fire destroyed the mill here on Nov. 24, with a loss of \$40,000, partially covered by insurance.

## ILLINOIS

Lincoln, Ill.—Dan Zehr is building a feed mill here.

Grant Park, Ill.—Paul Kuhn & Co. have re-opened their elvtr.

Del Rey, Ill.—The Farmers Grain Co. will erect a new office.

Ashkum, Ill.—The C. H. Comstock Co. has repainted its elvtr.

Loda, Ill.—Chester K. West has wired his elvtr. for electricity.

Crete, Ill.—Werner & Son have purchased a new moisture tester.

Rantoul, Ill.—Elmer Swanson has equipped his elvtr. with a rope drive.

Buckley, Ill.—The Buckley Farmers Grain Co. has painted its north elvtr.

Loda, Ill.—The Loda Farmers Co-op. Grain Co. has built a new corn crib.

Yorkville, Ill.—We have made our feed house vermin proof.—Jeter & Boston.

Fisher, Ill.—The Fisher Farmers Grain & Coal Co. has purchased new motors.

Ludlow, Ill.—Frank Yates has built a corn crib with a capacity of 4,000 bus.

Fisher, Ill.—C. E. Gilman has installed new motors and a cleaner in his elvtr.

Reddick, Ill.—The Farmers Elvtr. Co. has purchased an electric moisture tester.

Blackstone, Ill.—The Blackstone Farmers Grain Co. has installed new rope drives.

Morris, Ill.—The coal sheds of the Farmers Square Deal Grain Co. have been repainted.

Williamsville, Ill.—W. W. Hill has succeeded Prather & Groves in the grain business here.

Frankfort, Ill.—The Frankfort Grain Co. will build an addition to its coal sheds, size 45x16 ft.

Momence, Ill.—We have installed an elvtr. in our crib for handling ear corn.—B. L. Tabler & Son.

Thomasboro, Ill.—The Farmers Grain, Lbr. & Coal Co. has doubled the size of its engine room.

Goodenow, Ill.—The Farmers Grain Co. will install an electric motor to replace its gasoline engine.

Oswego, Ill.—C. A. Hunter, mgr. of the Oswego Grain Co., has resigned, to take effect on Jan. 1.

Seneca, Ill.—The Seneca Farmers Co. has repaired its oat house, which has a capacity of 120,000 bus.

Beecher, Ill.—Werner & Son have remodeled their elvtr., and plan to build a new coal shed in the spring.

Big Rock, Ill.—The Farmers Co-op. Co. will remodel its coal sheds in the spring and install auto truck dumps.

Bloomington, Ill.—The New Custom Mill & Elvtr., of which J. C. Zimmerman is prop., has opened for business.

Ottawa, Ill.—The Co-operative Grain & Supply Co. suffered a small loss when its cupola caught fire on Nov. 17.

Browning, Ill.—The Shultz Baujan elvtr. was closed Nov. 15 and will remain closed until the harvest season next year.

Ransom, Ill.—We have painted both our elvtrs. and installed Fairbanks-Morse Engine and seed cleaner.—Farmers Elvtr. Co.

Grand Ridge, Ill.—Elvtr. "A" of the Grand Ridge Co-op. Grain & Supply Co. was slightly damaged by fire on Nov. 17.

Hinckley, Ill.—The Hinckley Grain Co. plans on installing truck dumps in its elvtr. and will paint its plant in the spring.

Darrow (Sheldon p. o.), Ill.—G. D. Jones is the new mgr. of the Farmers Elvtr. Co. He will be assisted by Wm. Wolverton.

Brocton, Ill.—The main office of the Hume Elvtr. Co. has been changed from Hume to this station.—M. W. Cash, Hume Elvtr. Co.

Symerton, Ill.—I have succeeded R. A. Baskerville as mgr. of the Symerton Grain Co.—H. J. Flesner, mgr., Symerton Grain Co.

Pontiac, Ill.—A meeting of the grain dealers of Pontiac territory was held at the office of the Beach-Wickham Grain Co. on Dec. 1.

Momence, Ill.—Wm. Porter has built a new feed shed and overhauled his elvtr. The corn crib will be torn down and rebuilt next spring.

Sandwich, Ill.—The Farmers Elvtr. Co. has painted its elvtr. Geo. W. Rinehart has succeeded O. A. Kietzmann as mgr. of this company.

Griggsville, Ill.—J. L. Stauffer and his two sons, Floyd and Claud, have purchased the Pike

Mills, and the former owner, Fred Stone, has retired.

Kankakee, Ill.—The grain dealers of the Kankakee territory met here in the office of M. L. Vehon & Co. on Dec. 7 to discuss business conditions.

Assumption, Ill.—W. H. McKeown, mgr. and treas. of the Farmers Grain Co., has disposed of his interests in the business to Guy Corzine who will succeed him as mgr.

Saratoga, Ill.—The Farmers Square Deal Grain Co. has repaired its elvtr. which was struck by lightning last fall. Fred McClellan has succeeded Ernest Thorsen as mgr. of this plant.

Jacksonville, Ill.—The elvtr. of the Brooks Mlg. Co. burned on Dec. 6, with a loss of \$12,000, covered by insurance. One car of flour, two cars of feed, and 500 bus. of born also burned.—P. J. P.

Sheldon, Ill.—The country grain dealers of eastern Illinois and western Indiana held their annual meeting here in the office of W. L. Smith on Nov. 15. Seventy grain dealers were present.

Unz (Reddick p. o.), Ill.—The plant of the Farmers Elvtr. Co. has not been operated for the past month as the pit, which is about 12 ft. deep, has been full of water, making its operation impossible.

Thomasboro, Ill.—The Sharp Elvtr. Co. will discontinue the handling of hardware, and part of the building will be used for office room. The company has installed a Fairbanks-Morse 10-ton auto truck scale.

Morris, Ill.—M. N. Hull, aged 79, pioneer grain dealer, died on Nov. 29 of angina pectoris. Mr. Hull was engaged in the grain business here and conducted an elvtr. for 28 years, retiring from active business in 1908.

Shawneetown, Ill.—The elvtr. we are building to replace the one which burned on Oct. 14 will have double the capacity of the old house and will be electrically operated.—J. P. Fitzgibbon, mgr., Shawneetown Elvtr. Co.

Tabor, Ill.—Seven former directors of the defunct Tabor Grain Co. are defendants in a suit brought by C. R. Anderson, who charges larceny as bailee of 1,500 bus. corn and 272 bus. oats. The total loss is said to be \$48,000.—P.

Momence, Ill.—We built a coal shed, 22x120 ft., equipped with overhead trolley conveyor for unloading. We also built sheds for lime, cement and plaster. In the spring we will erect sheds for rough lumber and roofing.—Hess Bros.

Rio, Ill.—The firm of Roberts & Daugherty has been succeeded by Roberts & Litchfield.—Roberts & Litchfield. (Ross Litchfield, formerly with the Inland Grain Co. at Gerlaw, bought Mr. Daugherty's half interest in the company.)

## CHICAGO NOTES.

James L. Carden, a well known broker on the floor of the Board of Trade, died Nov. 23.

The rate of interest for advances on Bs/L for December has been fixed by the Directors of the Board at 5½% per annum.

William Miller, for many years elvtr. foreman for the B. A. Eckhart Mlg. Co., died Nov. 24 at the age of 65. He is survived by his widow, one daughter and two sons.

The Board of Trade has launched a drive for funds to aid stricken farmers in the flood districts of southern Illinois, and \$6,500 was raised within a few minutes. A com'tee was appointed to solicit additional subscriptions, Royal W. Bell being chairman of the com'tee. The money raised may be delegated to the Red Cross or some similar organization for distribution.

John E. Bunnell, pres. of the Board of Trade, has been nominated for another term, and David Howard Lipsey nominated for v. p. The directors nominated are H. H. Lobdell and E. D. Norton, who are up for re-election, Fred T. Bascom, Frank J. Delaney and Peter W. Carey. Jas. A. Beggs and Harry B. Godfrey have been nominated independently by petition for directors. The election will be held the first Monday in January.

The following have been nominated to serve on the various com'tees of the Board of Trade for the coming year: Nominating Com'tee—A. E. Cross, Geo. F. Booth, Barnett Faroll, Frank Schreiner and Edward H. Bagley; Com'tee of Appeals—F. F. Breckenridge, Wm. M. Hirsby, Kenneth S. Templeton, Alex. Moore and John H. Scoville; Com'tee on Arbitration—K. V. R. Nicol, Alfred A. Meyer, Frank J. Bittel, B. B. Denniston and E. J. Kuhl.



Patrick Fitzmorris, who was employed to blow cinders and pull fires at the Northwestern Elvtr., was on Oct. 28 granted an affirmance of the judgment in his favor by the Supreme Court of Illinois for injuries suffered in the explosion of Mar. 19, 1921. The claim was resisted by an accident insurance company. The first award by the Industrial Commission was \$15 a week for 71 weeks. On rehearing this was raised to \$15 a week for 266½ weeks, a life pension of \$26.67 per month and \$301.55 for medical services. Fitzmorris is said to be a physical and mental wreck, unable to perform any kind of labor.

Effective Dec. 1, the grain com'te of the Board of Trade has ordered the charge for sampling sacked grain on out shipments raised from 50 cents per carload to ½ cent per sack. The charge for sampling seeds remains 1½ cents per sack. The state department charge for out inspection of sacked grain has been the same, ½ cent per bag. One reason for raising the charge is that on a car of 750 bags the Board's samplers would test 10 to 30 bags and give a sample certificate on the car; but some desire an average sample of every sack, which might require 3 or 4 hours' time. Very little of this work is done, however, by the Board's sampling department, perhaps a dozen cars a year.

## INDIANA

Dale, Ind.—The Wallace Mfg. Co. is installing new machinery.—W. B. C.

Woodburn, Ind.—The Woodburn Equity Exchange is installing a Sidney Corn Sheller.

Rossville, Ind.—We have installed a Gruendler Grinder in our plant here.—E. Reveal, Mattix & Reveal.

Kewanna, Ind.—Jordan & Baird are installing new machinery and re-siding their elvtr. with galvanized iron.

Boonville, Ind.—Oscar A. Cook contemplates making improvements to his warehouse next spring.—W. B. C.

North Vernon, Ind.—Conrad Eberts, aged 82 years, pres., of the Eberts & Bro. Mfg. Co., died on Dec. 5 of heart trouble.—P. J. P.

Hazlebrigg, Ind.—Russell Fowler has resigned as mgr. of the Newton Busenbark Grain Co.'s elvtr. and is succeeded by John Godfrey.

Monon, Ind.—Geo. Malsbury has sold his elvtr. to Luther Greenwood of Lafayette. The sale was made through John McComas, broker.

Monroeville, Ind.—We are installing a 50-h.p. motor for grinding power.—Jno. F. Crabill, mgr., Monroeville Equity Union Exchange.

Hartford City, Ind.—The Knecht Mfg. Co. has installed a McMillin Wagon and Truck Dump in its plant and made other improvements.

Indianapolis, Ind.—The Indiana Millers Ass'n will hold its annual convention in the Board of Trade Library on Dec. 16, beginning at 10 a. m.

Brems (Knox p. o.), Ind.—The Brems Grain Co. is out of business. The elvtr. is owned by W. F. Rosenbaum & Son of La Crosse.—W. S. Pulver.

Plymouth, Ind.—I have replaced my motor with a 20-h.p. Fairbanks-Morse Engine and am installing a hammer grinder and a feed mixer.—E. N. Cook.

Lebanon, Ind.—We have moved our office and scales up to the elvtr. and have done quite a little general repairing.—E. E. Clark, mgr., Reveal & Patterson.

Cambridge City, Ind.—We are installing a sheller and corn handling equipment. R. Hutchinson, formerly of Goodrich Bros. Co., Winchester, is now in charge at this station.—Imperial Mills.

Bainbridge, Ind.—We are rebuilding our elvtr. which burned recently and expect to have it completed by the first of the year. We will install a grinder and a seed cleaner.—Harley E. Miller, mgr., Miller Grain Co.

Advance, Ind.—Zeland Billingsly and Harry Sprong, owners and operators of the Advance Grain Co., have sold out to Vern Faulkimbury, who has an interest in the Max Grain Co.'s elvtr. at Max, and Roy Ailes.

Franklin, Ind.—The stockholders of the Farmers Elvtr. Co., who recently sold the company's plants at Trafalgar and Franklin to W. W. Suckow, will make an immediate payment of 55% and postpone final dissolution until payment of bills in entirety.

Delphi, Ind.—Whiteman Bros. & Co. are equipping their plant with a McMillan Combination Wagon and Truck Dump for accommodating two sinks.

## IOWA

Hinton, Ia.—The Farmers Co-op. Co. is installing a hammer mill.

Hobarton, Ia.—The Hobarton Farmers Elvtr. Co. has repainted its plant.

Bondurant, Ia.—The Clark-Brown Elvtr. Co. suffered a small fire loss recently.

Woodward, Ia.—The Stokely Grain Co. has installed a new air dump in its elvtr.

Orange City, Ia.—The Orange City Farmers Elvtr. Co. has installed a feed grinder.

Sioux Center, Ia.—The Farmers Elvtr. Co. has installed a direct connected hammer mill.

Swaledale, Ia.—J. C. Jendrick has installed an Unique Mill with two 25-h.p. motors in his new mill.

Lost Nation, Ia.—The J. H. Phelps Grain Co. has been making extensive improvements to its elvtr.

Hartley, Ia.—Mann & Mann have made some improvements to their elvtr. and installed new machinery.

Klemme, Ia.—The Klemme Co-op. Grain Co. is installing a new feed grinder, driven by a 40-h.p. motor.

Sutherland, Ia.—The Farmers Elvtr. Co. has completed the installation of a large Unique Attrition Mill.

Farnhamville, Ia.—The Farmers Elvtr. Co. has renewed its charter, which expired on Sept. 1, for twenty years.

Kimballton, Ia.—The Gund-Sien Elvtr. is now open for business and a grinding department is being installed.

Bagley, Ia.—Chas. Forbes, formerly prop. of the Forbes Grain Co. here, killed himself and his wife at Ames on Nov. 30.

Sibley, Ia.—The Sibley Farmers Co-op. Elvtr. Co. has completed its new mill and has installed an Unique Attrition Mill.

Prairie City, Ia.—I am no longer mgr. of the Farmers Co-op. Exchange, having left that position on Dec. 1.—C. A. Pfund.

Conesville, Ia.—Work has begun on the new grain elvtr. of the McKee Grain Co., replacing the one which burned in September.

Hamburg, Ia.—J. F. Sullivan has installed a 10-ton scale in his elvtr., the work being done by the American Mchry. & Supply Co.

Ottosen, Ia.—Gerhard Larson, formerly mgr. of the Farmers Co-op. Elvtr. Society, is now mgr. of the Farmers Elvtr. Co. at Albert City.

Marble Rock, Ia.—We contemplated installing a feed mill, but at a meeting of the stockholders it was turned down.—The Farmers Elvtr. Co.

Salix, Ia.—The Farmers Elvtr. Co. has installed a 10-ton heavy duty truck scale. The installation was made by the American Mchry. & Supply Co.

Gilmore City, Ia.—John Wahl is the new mgr. of the Gilmore Grain & Elvtr. Co., succeeding Frank Wright who has moved to Albuquerque, N. M.

Racine (Alden p. o.), Ia.—The property and assets of the Farmers Co-op. Co. have been purchased by the Racine Grain & Merc. Co.—H. E. Huston, mgr.

Albert City, Ia.—Gerhard Larson is the new mgr. of the Farmers Elvtr. Co., taking charge on Dec. 1. Mr. Larson was formerly mgr. of the Farmers Co-op. Elvtr. Society at Ottosen.—A. E. Peterson.

Fort Dodge, Ia.—Owing to a slowing down in the number of orders received, the mill of the Quaker Oats Co. has been closed temporarily. It is expected that business will pick up shortly and that the plant will be opened in a month or two. Buying of grain will continue as in the past.—X.

Blockton, Ia.—Chas. Wilson of the Blockton Elvtr. Co. was slightly injured when one of the set screws which holds the drive pulley on an electric motor flew out and struck him in the leg. The screws had been loosened by Mr. Wilson's helper, who had been called away before he had tightened them again.

Stilson (Britt p. o.), Ia.—The Stilson Grain Co. has built a new 40,000 bu. elvtr. on the site of the one destroyed by fire in August. The house is 29x31 ft. on the foundation and rises to a height of 86 ft. 8 in. It is built of lumber and sided with sheet iron, and has 11 bins with hopper bottoms.

## KANSAS

Hollis, Kan.—J. M. Decker has bought the Duff Grain Co.'s elvtr. here.

Lyons, Kan.—W. T. Heitschmidt of Lorraine bought the Farmers Elvtr. here.

Dunavant, Kan.—The elvtr. of the J. Dobbs estate has been sold to Neil Curry.

Belvue, Kan.—J. W. Falkner, who has been mgr. of the elvtr. of Chas. A. Geiger for years, has purchased the house.

Wichita, Kan.—Miss Louise Avey, ass't sec'y of the Board of Trade, was married to Jesse Hawkins of Louisville on Dec. 4.

Belpre, Kan.—The Belpre Grain Co. is a new firm here, and J. F. Ward, who has bought grain here for many years, is mgr.

Hilton (McPherson p. o.), Kan.—The engine room and office of the Farmers Co-op. Ass'n were destroyed by fire on Nov. 28.

Garden City, Kan.—E. M. Schreiber has sold his half interest in the Everly Grain Co. to his partner, Howard H. Everly.—P. J. P.

Wichita, Kan.—Albert S. Barr, aged 62, well known grain dealer, died after a month's illness. Four children survive him.—P. J. P.

Hutchinson, Kan.—R. W. Payne has been admitted to membership in the Board of Trade on transfer from A. H. Hewes.—C. W. Colby, sec'y.

Bushton, Kan.—The K. B. R. Mfg. Co. of Marquette has bought the Bushton Mill property and will convert it into a grain buying station. The mill machinery will be disposed of.

Atchison, Kan.—The Seward Grain Co. is defendant in a suit for \$451.03 brot by the Simonds-Shields-Lonsdale Co., which has garnisheed \$525 in the possession of Hodgson-Cauthorn Grain Co., and is required to answer Jan. 5, in the district court of Atchison County.

Wichita, Kan.—About one-half of our line of elvtrs., those located in this territory, are now under the supervision of this office. The Hutchinson office retains supervision of those elvtrs. in the territory tributary to Hutchinson. The office there is in no way affected.—B. J. Geise, mgr., The Larabee Flour Mills Co.

Caldwell, Kan.—The Damon Grain & Produce Co. and the Doster Elvtr. Co. have filed voluntary petitions in bankruptcy. Although the two elvtrs. worked together, the business of each firm will be kept separate. The Damon Grain & Produce Co. was incorporated for \$20,000, and the stockholders were J. E. Damon, Mrs. J. E. Damon, Maurine Damon and Chester Damon. The Doster Elvtr. Co., which was located at Doster, was incorporated for \$10,000 and the stockholders were J. E. Damon, Mrs. J. E. Damon, Chester Damon and Fred Cloud.

## KENTUCKY

Winchester, Ky.—The feed and grain warehouse of Martin & Hodgkin Co. was burned with a loss of \$10,000.

Middlesboro, Ky.—The Middlesboro Mfg. Co. is erecting a large addition to its plant which will give more than 2,600 ft. more floor space. The addition will be constructed of concrete and brick and will be used as a warehouse.

Bowling Green, Ky.—The interest of the late J. M. Vaughn in the Park City Mfg. Co. has been purchased from the estate by John L. Larmon of Alvaton and Lucian M. Larmon. J. Will Lewis, who was associated with Mr. Vaughn, will retain his interest in the mill and there will be no change in the name of the firm.

Louisville, Ky.—We plan to build a million-bushel concrete storage elvtr. which will store wheat for our flour mill and grain for our feed mill. Plans are now being prepared and we hope to have them complete within two or three weeks so that bids can be secured about the first of the year. We want to have the elvtr. ready for occupancy on July 15, 1927.—Fred Borries, Ballard & Ballard Co.



## MARYLAND

Baltimore, Md.—Jas. H. Allender of Detour is an applicant for membership in the Chamber of Commerce.

Baltimore, Md.—Joseph S. Hudgins of J. R. Hudgins & Co. has retired from business and will relinquish his membership in the Chamber of Commerce.

## MICHIGAN

Vickeryville, Mich.—The plant of the Rockefeller Grain Co. was burned on Dec. 7, with a loss of about \$25,000. The elvtr. was heavily stocked with grain, 2,500 bu. of beans and a large quantity of cement.

Olivet, Mich.—The checks which were stolen from the safe of the Olivet Elvtr. Co. on Nov. 12 were found by Harvey Vroman, in the yard of his former home, northwest of Olivet. The papers were found in a canvas bag which was in the money drawer of the safe when it was blown.

## MINNESOTA

Adams, Minn.—The Hunting Elvtr. has installed a batch mixer.

Dawson, Minn.—The Dawson Flour Mill was destroyed by fire on Nov. 29.

Darwin, Minn.—The new 20,000-bu. elvtr. for the Darwin Farmers Co-op. Elvtr. Co. is nearing completion.

Badger, Minn.—Fire originating at the exhaust pipe was the cause of a small loss to the Red Lake Falls Mlg. Co.

Duluth, Minn.—Joseph Feuer has been admitted to membership in the Board of Trade on transfer from H. A. Wernli.

Barnesville, Minn.—C. B. Gray has sold his interest in the Community Flour Mills Co. to J. C. Palmer and B. R. Palmer.

Owatonna, Minn.—The Seltz Grain & Coal Co. opened its feed mill. Two 30-h.p. motors have been installed to furnish power.

Duluth, Minn.—L. R. Cusick of Minneapolis has been elected a member of the Board of Trade, taking over the membership of S. J. Spain.

Ada, Minn.—The elvtr. and flour and feed mill of the Ada Mlg. Co. were destroyed by fire with a loss of \$35,000. About 6,000 bus. of wheat and 2,000 bus. of oats were stored in the mill.

Geneva, Minn.—I have installed an attrition feed mill and a corn crusher here, erecting a new building for the purpose. I also plan on putting in a complete feed mixing plant.—Roger Cronan.

New York Mills, Minn.—Stockholders in the New York Mills Mlg. Co. have filed a petition asking that the company be dissolved, claiming that it is insolvent. A receiver has been appointed to take charge of the property.

Hastings, Minn.—The new 150,000-bu. concrete storage annex of the King Midas Mill Co., erected by the Hickok Constr. Co., has been completed. The storage consists of four tanks with tangent walls making 9 bins. The grain is handled to and from the mill elvtr. by spiral conveyors in steel boxes.

Duluth, Minn.—Inspection fees on flaxseed have been advanced to \$1.50 a car instead of \$1.25. On cars of flaxseed shipped out from elvtrs. the moisture test is being given only upon the application of the elvtr. company. In the event of the receipt of such a request, the fee for the service is \$1.50; otherwise it remains as it was, at \$1.25 per car.

## MINNEAPOLIS LETTER.

George Washington Crocker, formerly engaged in the milling business here, died on Nov. 22 at the age of 94.

M. H. Rath, pres. of the Farmers Elvtr. Commission Co., died suddenly. Mr. Bauchle of Brewster has succeeded him as pres.

Minneapolis, Minn.—The Sterling Grain Co. has completed the erection of its ten concrete storage tanks, having a capacity of 700,000 bus.

John H. Pank, formerly with the Van Dusen-Harrington Co., is now with the Stuhr-Seidl Co. and will manage the elvtr. recently leased by the company from the Gluek Brewing Co. for a period of five years. The elvtr. has a capacity of 175,000 bus.

Minneapolis, Minn.—A letter from the Minnesota Railroad and Warehouse Commission to the Chamber of Commerce Ass'n calls attention of the members that appeals from grades on state inspected grains moving into intrastate commerce must be taken to the state board of grain appeals. The letter forbids private agreements between sellers and buyers of grain within the state to abide by a decision of the federal supervisor in case appeal is taken from grades made by the state on intrastate shipments. Revocation of sellers' licenses is threatened in case the regulations are violated.

## MISSOURI

Helena, Mo.—The elvtr. of John H. Campbell burned on Dec. 4.

Passaic, Mo.—I am now mgr. of the Passaic Co-op. Elvtr. Co. here.—Guy A. Herrmann.

Lamar, Mo.—We have remodeled our elvtr. and the firm name will be the McDaniel-Lamar Grain & Elvtr. Co.—McDaniel-Lamar Grain & Elvtr. Co.

## KANSAS CITY LETTER.

C. D. Sturtevant of Omaha, Neb., has been elected to membership in the Board of Trade on transfer from Parris J. Keyes.

E. D. Bigelow, ass't to the pres. of the Board of Trade, celebrated his 88th birthday on Dec. 5, and members of the Board of Trade presented him with several floral offerings and a birthday cake.

Jas. E. Houston, formerly head of the Houston Grain Co., is now connected with us as mgr. of the futures department, giving Frank Bruce his entire time to devote to consignments coming to this firm.—F. D. Bruce, Bruce Bros. Grain Co.

Geo. S. Carkener, v. p. of Goffe & Carkener, has been elected pres. of the Liberty Memorial Ass'n, a group formed to manage the affairs of the new \$2,000,000 memorial to those who served in the World War. The memorial was recently dedicated by President Coolidge.

Directors of the Board of Trade have appointed the following members to nominate candidates for officers of the Exchange for 1927: H. C. Gamage, chairman; James N. Russell, H. P. Ismert, E. O. Bragg and W. J. Mensendieck. C. M. Hardenbergh, present 1st v. p., will be one of the candidates for president to succeed L. A. Fuller. F. C. Blodgett, present 2nd v. p., becomes 1st v. p.

## ST. LOUIS LETTER.

Henry B. Loudermann, the oldest member of the Merchants Exchange, died on Dec. 4 from old age. He had been a member of the Exchange since 1871.

The Grain Com'te of the Merchants Exchange held a meeting on Nov. 26 for the purpose of outlining proposed changes in the grades for garlicky wheat.

Plant Flour Mills Co. incorporated; capital stock, \$700,000; incorporators, T. P. Duncan, W. E. Ojemann, Sam'l Plant, E. L. Stancliff, T. C. Thatcher and Sam'l McPheeters.—P. J. P.

A revision of the rules of the Merchants Exchange will be submitted to a vote of the members on Dec. 10. The rules have been studied by the Rules Com'te for over a year and were recommended to the board of directors for approval. The board of directors considered them and approved the proposed revision for submission to the members.

## MONTANA

Lambert, Mont.—A. E. Johnson, agt., International Elvtr. Co., was found dead on the prairie a short distance from here.

Denton, Mont.—The Farmers Elvtr. Co. plans the erection of a 100,000-bu. grain warehouse to be operated in connection with its present plant. Equipment will be installed for cleaning wheat and for grinding the dockage into feed.

## NEBRASKA

Brandon, Neb.—O. M. Kellogg Grain Co. has closed its elvtr. until spring.

Touhy, Neb.—Charles Novacek is now mgr. of the Nye & Jenks Grain Co.

Shubert, Neb.—The firm of Steadman & Evans has been succeeded by Steadman & Co.

Rising City, Neb.—We have enlarged our office.—A. I. Kimberly, Farmers Co-op. Grain Co.

Ruskin, Neb.—T. C. Hart is mgr. of the Ruskin Grain & Coal Co.—Ruskin Grain & Coal Co.

Elgin, Neb.—The Farmers Co-op. Exchange suffered a small loss when fire originated in its office.

Potter, Neb.—The Witt Mlg. & Elvtr. Co. is remodeling its mill and elvtr., and adding additional equipment.

Douglas, Neb.—I am resigning as mgr. of the Farmers Elvtr. Co. and will locate on a farm at Burchard.—Fred N. Robb.

Aurora, Neb.—The Aurora Farmers Elvtr. Co. has installed a large Unique Attrition Mill to take care of its feed business.

Omaha, Neb.—J. B. Blanchard of the Mid-West Grain Co. is ill and unable to occupy his usual place on the trading floor of the Grain Exchange.

Bellwood, Neb.—The Farmers Elvtr. Co. has purchased the elvtr. of the Nye & Jenks Grain Co. and will operate it in connection with its own elvtr. here.

Ponca, Neb.—The elvtr. of the Bell Grain Co. was destroyed by fire, together with more than 1,000 bus. of grain. Loss, between \$8,000 and \$9,000.

Walthill, Neb.—The Farmers Elvtr. Co. has installed an enclosed type ventilated motor and Link-Belt Silent Chain Drive in its cupola. The American Mehry. & Supply Co. did the work.

Millerton, Neb.—I bought out the Millerton Farmers Grain Co. and will operate same under the name of O. M. Blevins-Grain. Krazicek Grain Co. will not operate here.—O. M. Blevins.

Lyons, Neb.—I will operate the elvtr. of the Farmers Co-op. Co., which I recently took over, in connection with my own elvtr. here. The elvtrs. of Carille-Burns and D. E. Lyons are closed.—A. Moseman.

North Platte, Neb.—H. E. Day, who recently leased the 50 bbl. mill and elvtr. formerly operated by the Nebraska Mill & Elvtr. Co., is operating as the Day Mlg. Co. A batch mixer has been installed in the plant.

Omaha, Neb.—The Grain Exchange has appointed the following to serve on its Grain Com'te for 1927: J. T. Buchanan, E. C. Twamley, O. M. Smith, O. E. Harris, J. A. Cole, L. L. Quinby, C. H. Wright, J. A. Linderholm, J. L. Welsh and R. J. Southard.

Omaha, Neb.—H. E. Scott has severed his connection with the Nebraska Consolidated Mills Co. and has practically retired from the grain business. Mr. Scott was a member of the firm of Scott-Wild Grain Co., which discontinued business a year ago.

Walton, Neb.—A. L. Franke is defendant in a suit for \$2,743 brot by E. Wetenkamp, a farmer, who stored 4,000 bus. of wheat in the elvtr. of Franke, the agreed price being \$1.11. It is alleged, however, that the farmer speculated in futures thru Franke and an Omaha firm who sold him out at a loss.

## NEW ENGLAND

Nashua, N. H.—The former Tilton grain elvtr. building now operated by the Nashua Grain Co. is being remodeled for the firm of Dowd, Finn & Dowd.

## BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.  
Omaha, Nebr.

Howe Scales

Kewanee Dumps



Boston, Mass.—Joseph A. Hill, formerly connected with the firm of C. F. & G. W. Eddy, Inc., died on Nov. 22 at the age of 74 years. When the firm of C. F. & G. W. Eddy, Inc., went out of the grain exporting business, Mr. Hill remained with Frank W. Eddy in the hay business.

## NEW YORK

New York, N. Y.—The receivers of the Bolle-Watson Co., Inc., have paid creditors final dividend, amounting to one-fourth of one per cent.

Geneva, N. Y.—A flour mill will be erected here by a newly organized company to take the place of the old Davidson mill, a land-mark of this vicinity.

New York, N. Y.—At a meeting of the board of governors of the Produce Exchange, the following members were elected: Harry A. King, Wm. H. Quain, Leopold Samuels and Chas. W. Sloat. Horace N. Switzer was elected as associate member.

Ogdensburg, N. Y.—We understood that the Rutland Elvtr. was to be leased to a grain shipper of Chicago. This is a concrete house with storage capacity of 500,000 bus. and was operated during the past two years by D. Sullivan & Co., Chicago. So far as we know this house is owned by the Ogdensburg Terminal Co. and is located on Rutland Railroad property.—C. J. Spaulding, treas., R. H. McEwen Mlg. Co.

New York, N. Y.—The Produce Exchange has amended two of its rules of the Grain Futures Market as follows: Rule 9 was changed to make Manitoba No. 4 wheat deliverable at Buffalo at 23c per bu. under contract price, instead of 20c. Rule 13 was amended to provide that the commission on non-member orders outside of the United States and Canada shall be  $\frac{3}{4}$ c per bu. and members' orders  $\frac{1}{4}$ c per bu. The old rates on foreign orders were  $\frac{1}{4}$ c and  $\frac{3}{4}$ c respectively. The increase of 3c a bu. in the discount on the No. 4 grade of Manitoba was adopted in order to have all discounts on bonded wheat uniform with Winnipeg.

## BUFFALO LETTER.

The Lake & Rail Warehouse & Elvtr. Corp. incorporated; incorporators, James G. Webster and Wm. A. Lansker.

The Moffett Flour Mills Co. will rebuild its elvtr. which was destroyed by fire recently. The new house will be of concrete. Work will not be started until spring.

The International Mlg. Co. has let contract for its new plant on the Buffalo river front. The foundation is about completed. The mill will be of reinforced concrete and brick and will have a capacity of 5,000 bbls. It is expected that the plant will be completed by April 1 and will be in operation next fall.

The mill of the J. A. Walter Mlg. Co., which was recently taken over by the Commander-Larabee Corp., will be operated under the name of the Buffalo Flour Mills Corp., which has just been incorporated with a capital stock of \$100,000. Directors are J. A. Walter, B. B. Sheffield, W. H. Sudduth, F. W. Clifford, M. L. Luther, C. T. Olson and W. J. Russell.

## NORTH DAKOTA

Osnabrock, N. D.—Chas. Porer, elvtr. man here, fell into a bin of flax and was smothered to death.

Voss, N. D.—The Farmers Elvtr. was destroyed by fire on Nov. 23 together with 20,000 bus. of grain.

Tolley, N. D.—The Woodworth Elvtr. Co.'s 25,000-bu. elvtr. burned together with 16,000 bus. of barley, oats and rye.

Grand Forks, N. D.—The Farmers Independent Elvtr. Co. of Sanish, is a new member of the Farmers Grain Dealers Ass'n.

Fero, N. D.—The Fero Roller Mill, which has been closed for some time, will be reopened under the management of Olaf Meyer of Flaxton.

Perth, N. D.—Our elvtr. was broken into and some cash checks and about 80 blank checks were stolen.—F. D. Leach, agt., Imperial Elvtr. Co.

Sykeston, N. D.—Frank Klinger did not purchase an elvtr. at this station. I am mgr. for the Klinger Grain Co., at Heaton, N. D.—Sig Newgard, mgr.

Hillsboro, N. D.—E. Argall, at one time mgr. of the Farmers Elvtr. here, died at his home at Hatton, N. D. Mr. Argall was one of the pioneer grain men of the state.

Trenton, N. D.—P. J. Bjerke, for the past three years mgr. of the Victoria Elvtr. Co. here, has been transferred to Victor, S. D., to take charge of the company's elvtr. there.

Grand Forks, N. D.—An effort will be made to induce the state legislature at its coming session to change the laws governing the storage of grain in country elvtrs., so the elvtr. operators should make formal recommendations as to the changes needed.

## OHIO

Dayton, O.—The V. E. Herter Co. is installing a crusher, furnished by J. M. Bell.

Greenville, O.—The Greenville Farmers Exchange has installed a hammer mill.

Germantown, O.—I am installing a new Sidney Sheller and Cleaner.—F. S. Durr.

Bloomdale, O.—We have installed a new 1,000-bu. Sidney Corn Sheller.—L. R. Good & Son.

Grover Hill, O.—We are a new firm at this station.—Lewis Yearling, Grover Grain & Mlg. Co.

Pandora, O.—We are installing a Strong-Scott Air Dump and new 10-ton scales.—Pandora Mlg. Co.

Martel, O.—Ralph V. Snyder has disposed of the Martel Elvtr. which he bought about a year ago.

Custar, O.—We installed a sheller and a grain cleaner in our plant here.—Deshler Farmers Elvtr. Co.

Columbus Grove, O.—We have installed a new Sidney Combined Sheller and Cleaner.—Eikenbary & Son.

Radnor, O.—Thieves blew open the safe of the Farmers Elvtr. Co. but only got a few papers for their trouble.

Monroeville, O.—The Monroeville Grain & Seed Co. will occupy the Baker Mill property, which has been remodeled.

Tippecanoe City, O.—The Detrick Grain & Mercantile Co. has installed a large Sidney Sheller and power equipment.

Ohio City, O.—The Krugh Grain Co. has purchased an attrition mill and other equipment from the Sidney Grain Mchry. Co.

Cincinnati, O.—F. J. Currus is continuing the operation of the Currus Grain Co. which, it was erroneously reported, had dissolved.

Mechanicsburg, O.—We plan on installing a grain cleaner soon.—Chas. S. Neer, pres., The Mechanicsburg Co-op. Exchange Co.

Dayton, O.—The Dayton Hay & Grain Co. has installed new corn handling machinery. The Sidney Grain Mchry. Co. did the work.

Piqua, O.—The Fristoe Grain Co. is installing a ball bearing crusher in its grinding room. The installation was made by J. M. Bell.

Brice, O.—The Motz-Cook Grain Co. is adding a large crusher and other equipment to its grinding room. The machinery is furnished by J. M. Bell.

Lucasville, O.—George Zeisler has resigned his position as mgr. of the Zeisler Grain Co. and has been succeeded by Frank Farmer of Columbus.

Ney, O.—The Ney Co-op. Grain Co. has installed a 24-in. Bauer Motor Driven Mill to replace its old equipment. J. M. Bell furnished the equipment.

Stelvideo (Greenville p. o.), O.—We installed a sheller, corn dump and feeder. Work was done by the Sidney Grain Mchry. Co.—Stelvideo Grain & Coal. Co.

Ostrander, O.—We have purchased a new corn sheller and cleaner from the Sidney Grain Mchry. Co.—C. D. Calhoun, mgr., The Ostrander Farmers Exchange Co.

Toledo, O.—The National Mlg. Co. plans to have its new elvtr. completed in time for the next crop. The house will be of concrete construction and have a capacity of about 1,000,000 bus.

Jamestown, O.—R. A. Blessing, mgr. of the Jamestown Grain Co. for the past two years, has resigned, and has purchased the Giddings elvtr. at Octa. Milton Oliver of Dayton succeeds Mr. Blessing as mgr. here.

Xenia, O.—The plant of the De Wine Mlg. Co., which was recently sold at auction, was bought in by Thos. De Wine, father of the former owner, John De Wine. The mill has not been in operation for two years.

Laura, O.—We have installed a new grinder, and two new stands in connection, one for bagging on working floor and the other to elevate to top of house to distribute to chop bin and to grades for cracked corn and oats hull separator, which have been installed. The grinder is mounted under floor so can dump grists down on it. The controls are all above so can handle grinder easily. Two clutches have been installed, one for the grinder and one to cut out the drive to top of house, so when not handling grain can cut out all machinery but grinder, and vice versa. We relined and rebabbed main line shaft, also raised a new stack for boiler so it extends above roof of elvtr.—W. C. Mott.

## OKLAHOMA

Alex, Okla.—The Pruitt-Caldwell Grain Co. is out of business.

Sayre, Okla.—Oscar Ewton will soon engage in the feed milling business here.

Wagoner, Okla.—Hogan & Hayden of Muskogee are installing a corn shelling plant here.

Clinton, Okla.—Flaming & Boese have completed work on the building to house their new flour mill.

Ponca City, Okla.—The concrete elvtr. of the Ponca City Mlg. Co. was slightly damaged by windstorm recently.

Enid, Okla.—Keith-Brown Grain Co. incorporated; capital stock, \$5,000; incorporators, M. A. Keith, H. Brown and C. E. Brown.

Blanchard, Okla.—The Chickasaw Elvtr. Co. incorporated; capital stock, \$30,000; incorporators, T. J. Laws, Ada T. Laws and Frank H. Kolm.

Enid, Okla.—Oklahoma Wheat Pool Elvtr. Corp. incorporated; capital stock, \$500,000; incorporators, L. W. Shields, N. E. Hackney and A. C. Hoefer.

Oklahoma City, Okla.—The Belt Mill & Grain Co. incorporated; capital stock, \$25,000; incorporators, Garland White, Esther White and Frank Hardin.—P. J. P.

Custer, Okla.—The Custer Mlg. Co. has not been operated for the past two years. The plant is being used for elvtr. purposes by the Leger Mlg. Co. of Altus.—X.

Bluejacket, Okla.—We have just completed a new warehouse and expect to install air dump and larger machinery soon.—John Schenk, Jr., mgr., Bluejacket Mill & Elvtr. Co.

Oklahoma City, Okla.—Parker Franklin Prouty, son of C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n, was married to Miss Fay Underwood of Amarillo, Tex., on Nov. 27.

Purcell, Okla.—The mill and elvtr. here is operated as the Oklahoma Terminal Elvtr. Co., and R. A. Sanders, formerly with the Oklahoma City Mill & Elvtr. Co., is mgr. The elvtr., which has a capacity of 45,000 bus., is being remodeled. Track connecting the plant with the Santa Fe Railway will be laid soon. The plant was recently taken over by Frank S. Gresham.

Welch, Okla.—The flywheels of the gas engine in the Welch Grain Co.'s elvtr. flew to pieces after it had been running for a while elevating grain. One big flywheel crashed through the east wall of the engine room and out on the right-of-way where it was found afterwards in a dozen pieces. Parts of the other wheel went thru the roof and the pieces were scattered on the outside, while one piece went thru the side of a box car which was being loaded. The damage was quickly repaired and the elvtr. is again operating.

## OREGON

Metolius, Ore.—It has not yet been settled whether or not the plant of H. M. Seethoff, which burned on Oct. 29, will be rebuilt. A large percent of the farmers are anxious to have the mill rebuilt and are making offers to help in the reconstruction work.



## SOUTH DAKOTA

Irene, S. D.—The Farmers Elevtr. Co.'s elevtr. is closed on account of poor crops.—C. L. Young.

Brookings, S. D.—The Farmers Co-op. Co. suffered a small fire loss when its plant was damaged on Nov. 24.

Yankton, S. D.—The Western Terminal Elevtr. has been closed over a year on account of poor crops in this section.—Robt. Yaggie.

Bristol, S. D.—W. C. Berry, formerly connected with the Farmers Elevtr. Co. of Willow Lake, is the new mgr. of the Farmers Equity Exchange here.

Victor, S. D.—P. J. Bjerke, who has been mgr. of the Victoria Elevtr. Co. at Trenton, N. D., for the past three years, is now mgr. of the company's elevtr. here.

Lakes Andes, S. D.—The Farmers Elevtr. Co. suffered small damage on Dec. 1 when motor in its cupola power unit ignited. Serious loss was prevented due to motor enclosure.

Sioux Falls, S. D.—Plans are being considered for the reopening of the Queen Bee Mill which has been idle since the war. The mill has been in the possession of the B. B. Sheffield interests of Minneapolis since early this year. The plant may be converted into a corn products or mixed feed plant, but it is very unlikely that it will open as a flour mill.

Parker, S. D.—The fire which destroyed the elevtr. operated by C. P. Vandewater on the night of Nov. 21 is believed to be of incendiary origin. The loss amounted to \$15,000. Two explosions preceded the fire and it is thought that dynamite or some other powerful explosive was used, and the second explosion caused when the compression tank that furnished the power for the automatic dump blew up. No one had been in the elevtr. since the night before when the house was locked for the week-end, but the doors were standing open when the building was approached after the fire started. Another fact pointing to an incendiary origin is that the switch controlling electricity for the whole building had been pulled. An investigation to definitely determine the cause of the fire is being made by the fire marshal.

## SOUTHEAST

Atlanta, Ga.—M. H. Haym & Co. have moved their offices to 622 Healey Bldg.

Beaufort, S. C.—The elevtr. of the Truckers Supply Co., which recently went into bankruptcy, has not yet been sold.—X.

Athens, Ala.—The Athens Mlg. & Grain Co. has been sold to W. B. Buchanan and D. O. Looney. The company was owned by the First National Bank.

## TENNESSEE

Memphis, Tenn.—The Roberts-Mette Hay & Grain Co. has surrendered its charter.

Union City, Tenn.—The Nailing Mill & Feed Co. is erecting a new building at its plant.

Memphis, Tenn.—The annual election and banquet of the Memphis Grain & Hay Ass'n will be held on Dec. 18 at Hotel Gayoso.

## TEXAS

El Campo, Tex.—The El Campo Rice Mlg. Co. recently suffered a small fire loss.

White Deer, Tex.—The Farmers Elevtr. Co. has under construction a 25x100-ft. warehouse.

Cleburne, Tex.—Our brick warehouse which burned recently has been rebuilt.—Kennard Grain Co.

Floydada, Tex.—Boothe Bros. are making improvements to their plant and are building a maize shed, 60x24 ft.

Fort Worth, Tex.—Werner Wilkins, Sr., grain dealer, died at his home here at the age of 54. He is survived by his widow and one son.

Houston, Tex.—J. H. Upshulte, who resigned his position as chief grain inspector of the Merchants Exchange some weeks ago on account of ill health, is dead.

Houston, Tex.—Thomas D. Harris, engaged in the grain business here, died recently at the age of 65. He is survived by his widow, two daughters and five sons.

Dallas, Tex.—The J. W. Lawther Grain Co.'s plant was broken into on Dec. 2, and \$370 was stolen from the safe, which was opened by beating off the combination knob.—P. J. P.

Dalhart, Tex.—We are building a grain warehouse and elevtr. here and are installing truck scales, a truck dump and machinery for handling bulk grain.—Doggett Grain Co., Dallas.

Plano, Tex.—Scott W. Alexander, formerly engaged in the grain business here with his brother, operating under the firm name of Alexander Bros., died at Long Beach, Cal., on Nov. 24.

## UTAH

Ogden, Utah.—The plant of the West Ogden Feed & Mlg. Co., which was damaged by fire recently, has been repaired and is ready for operation.

Murray, Utah—Hyrum Bennion, pres. and mgr. of the Hyrum Bennion & Sons Co., operating mills here and at Ririe, Ida., died in Salt Lake City at the age of 79 years.

Ogden, Utah.—A. L. Christiansen is the supt. of the Utah Inter-Mountain Hay, Grain and Seed Show to be held here in January during the Ogden Live Stock Show. Special prizes are being offered for grains.

Ogden, Utah.—The Grain Exchange, co-operating with the county, state and federal officials, has started a campaign against smut in wheat, claiming that the value of dockage this year on grain handled through Ogden terminal elevtrs. will reach \$210,000 with invisible losses equally as heavy.

## WASHINGTON

Sumner, Wash.—The Staats Mlg. Co. has changed its name to the Sumner Grain & Mlg. Co. The company plans on building an annex to its plant.

Pullman, Wash.—Joshua M. Palmerton, for many years a grain buyer in this district, died recently. His widow, two sons and two daughters survive.

Seattle, Wash.—The Northwestern Dock & Elevtr. Co. has been declared "regular" by the trustees of the Merchants Exchange Clearing House. With this approval, warehouse receipts issued for wheat by the Northwestern Dock & Elevtr. Co. may be tendered as delivery on contracts of sale made in the pit.

Seattle, Wash.—We are not contemplating building any head houses at our Hanford Street Elevtr. this year. We have, however, discussed the advisability of adding at least 250,000 bus. of tank storage to our facilities for bulk grain. We recently completed the installation of two new shipping legs, having a capacity of 28,000 bu. per hour, and a new loading gallery, 450 ft. in length, served by two belts, having a capacity of 10,000 bu. per belt, with 9 spouts available for ship loading.—Wm. S. Cahill, traffic mgr., Port of Seattle Commission.

## WISCONSIN

Galesville, Wis.—C. H. Crawford sold his interest in the Crawford Reimann Mill Co. to his associates.

Milwaukee, Wis.—The Riebe Co. has installed additional drying facilities, increasing the capacity of its plant to 45,000 bus. daily.

Milwaukee, Wis.—The rate of interest on Bs/L for the month of December has been determined by the Finance Committee of the Chamber of Commerce at 6%.

Black River Falls, Wis.—The elevtr. and feed mill of C. W. Chenoweth burned on Dec. 2. Loss, \$7,000, covered by insurance. It is not expected that the elevtr. will be rebuilt.

Milwaukee, Wis.—The Wisconsin Grain Elevtrs. Co. now occupies new quarters in the Mechanics Insurance Co. building. This company was recently formed to operate the elevtrs. of the Armour Grain Co. here and at Savanna, Ill., and has western offices at Fort Dodge and Des Moines, Ia.

Green Bay, Wis.—Steel framework for the track shed of the new grain elevtr. being built by the Chicago & Northwestern Ry. Co. for the Cargill Grain Co. is now being erected, and the hopper bottoms are being put in place. The track shed will have room for two tracks, the cars on which empty into a central hopper.

## WYOMING

Torrington, Wyo.—The Eaton Grain Co. operates the only elevtr. here. W. O. Eaton is mgr.—Eaton Grain Co.

### Fined \$500 for False Billing.

The Federal Grand Jury at Waco, Tex., returned an indictment on Nov. 18, 1926, against William W. Early, of the Early Grain & Seed Co., of Waco, covering the misbilling of carload shipments of corn, same being a violation of the Interstate Commerce Act, Section 10, paragraph 3, which follows:

(3) Any person, corporation, or company, or any agent or officer thereof, who shall deliver property for transportation to any common carrier subject to the provisions of this Act, or for whom, as consignor or consignee, any such carrier shall transport property, who shall knowingly and willfully, directly or indirectly, himself or by employee, agent, officer, or otherwise, by false billing, false classification, false weighing, false representation of the contents of the package or the substance of the property, false report of weight, false statement, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent, or officer, obtain or attempt to obtain transportation for such property at less than the regular rates then established and in force on the line of transportation; or who shall knowingly and willfully, directly or indirectly, himself or by employee, agent, officer or otherwise, by false statement or representation as to cost, value, nature or extent of injury, or by the use of any false bill, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit, or deposition, knowing the same to be false, fictitious, or fraudulent, or to contain any false, fictitious, or fraudulent statement or entry, obtain or attempt to obtain any allowance, refund, or payment for damage or otherwise in connection with or growing out of the transportation of or agreement to transport such property, whether with or without the consent or connivance of the carrier, whereby the compensation of such carrier for such transportation, either before or after payment, shall in fact be made less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was wholly or in part committed, be subject for each offense to a fine of not exceeding five thousand dollars or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court: Provided, That the penalty of imprisonment shall not apply to artificial persons.

Cars of corn from points in Illinois were billed to Waco, Texas, and said cars of corn upon arrival at Waco were placed on the carrier's hold tracks, and subsequently reconsigned from Waco. The indictment alleged that the shipping orders covering shipments from Waco had a notation thereon, "officially inspected at Waco," and because of this notation shipper was relieved of paying the reconsignment charge of \$6.30 per car. On Nov. 27 defendant pleaded guilty in the Federal Court at Waco, and was fined \$500.00.

Mexico.—The Mexican tariff increase on barley malt from 8 to 14 centavos per gross kilo, effective last Nov. 18, will continue in effect only 60 days.—Acting Commercial Attache Geo. Wythe, Mexico City.

Yugoslavia.—The first estimate of Yugoslavia's corn harvest is given at 147,629,000 bus. compared with 149,233,000 last year and about the same the year before.—International Institute of Agriculture at Rome.

A Colombian decree has reduced that country's import duty on wheat flour from 60 to 70%, effective last Oct. 29. The present duty is 0.024 peso per gross kilo instead of 0.032 peso per gross kilo as provided in the emergency decree issued Sept. 15.

Rumania.—A second estimate places the corn production in Rumania at 225,381,000 bus., which is 22,000,000 bus. over the first estimate and 50,000,000 bus. over last year's final estimate of 175,464,000 bus. It is a bumper crop.—International Institute of Agriculture at Rome.

Egypt.—The Egyptian Minister of Finance issued an order, effective last Sept. 6, exempting certain articles of Egyptian origin, including various foodstuffs, from payment of the export duty of 1% ad valorem and export quay dues of 0.12% ad valorem levied at Alexandria, Port Said and Suez.



# Grass Seed Dealers Get Light on Staining, Alfalfa and Ass'n Work

About 65 wholesale grass seed dealers and their friends and competitors gathered in the Sherman Hotel, Chicago, on Dec. 6 and 7 for the annual fall get together meeting of the Wholesale Grass Seed Dealers Ass'n. An optimistic spirit and healthy outlook for the future was evident thruout the sessions.

PRES. E. F. CROSSLAND, Toronto, presided. He extended a hearty welcome to all the visitors at the open session Monday afternoon, and expressed the hope that they as well as the members would find the program both pleasant and profitable.

EDGAR BROWN of the U. S. Department of Agriculture in discussing seed staining said:

## Staining Alfalfa Seed.

It is with pleasure that I am responding to an invitation to discuss the staining feature of the Federal Seed Act. It is hardly necessary to review the federal act of 1912, which provided for the importation of the common forage plant seed and permitted 3% to 12% adulteration. A provision demanding that imported seed be free from dodder, ryegrass and vetch was added in 1914. Germination requirements were brought up in 1916. This law has worked with satisfactory results.

At the last session of Congress 3 amendments to the Seed Act were made. Broom corn and millet, also red-top were bones of contention in the early days of the Act and remained so. This country imports so little, practically none of which is used for seed purposes, that the imposition of seed requirements was a serious handicap to the movement of the product. The removal of them from the Act permits free importation.

So much trouble has developed in the past few years with unadapted red clover and alfalfa seed that something was needed to protect the buyer from wasting time, money and land with seed that could not produce the desired results. A provision was made to color a certain percentage of these seeds to show the place of origin.

Chemists were unable to provide enough colors efficiently to indicate the various countries of origin. So they finally settled on 3, red, violet and green. Red indicates seed from Italy; violet, seed from Canada; green, seed from other countries. The particular dye to be used was not prescribed, but most satisfactory results have been obtained with dye that has a stearic acid base.

In making up the dye for use mix 2 ounces of the powder with one gallon of 188 proof denatured or wood alcohol, except in the case of red, for which use 1½ ounces of powder. Red and violet dye may be mixed and kept indefinitely. But green should not be mixed before it is ready for use.

Two methods of applying the dye are proving popular. One is the use of a hypodermic needle which, plunged thru the sack, transports about 40 cubic centimeters of the dye liquid to the seed. Two shots are used in a cotton sack, 3 in a 100 lb. sack. This meets with government approval, coloring approximately the proper percentage of seed.

In the second method a batch of seed is thoroughly colored with the use of a cement mixer in mixing with the dye. Then the proper percentage of colored seed is mixed in the uncolored sacks. This method uses a little less alcohol.

Costs on the dye and the alcohol will run from \$5 to \$7 per carload. This is negligible when the value of a carload of seed is considered.

Seed is termed unadaptable when the Sec'y of Agriculture, after due consultation and hearing, comes to the conclusion that it is unfit for seed purposes in this country. So far determinations have been given on red clover from Italy and alfalfa from Turkestan and Africa. These are unadaptable.

Some question has arisen as to what constitutes general adaptability. In this country we have many conditions and seed fit for use in one part may be wholly unsuited to another. Dr. Taylor says seed should not be considered adaptable unless it produces good results in the localities generally given over to its growing.

For the satisfaction of government authorities an official certificate made at the point of origin of the seed is prima facie evidence. The French have put such a system into effect with excellent results, and questions seldom arise about the origin of French seed. While a certificate is not an absolute necessity it is considered good

evidence. It is necessary to be able to present acceptable proof of origin.

**Interstate laws on seeds:** Congress is not in favor of extensive amendments. The seizure and condemnation clause was not intended for the purpose of obtaining inspection. Its primary purpose was to prevent flagrant misrepresentations of the qualities and origin of seeds. And it will be successful only when full cooperation between all agencies are obtained.

**Changes Suggested:** At the last convention of the Ass'n of Official Seed Analysts, 3 changes were suggested in the seed rules. It was thought advisable to eliminate weight limits, to remove the persecution provisions on seed germination and to indicate the origin of foreign seed on the label.

Under the rules for testing of seed many variations may occur in interpretation. It is impossible to make a foolproof definition of a seedling. The only fair germination requirement is that a seedling will continue to grow and develop under favorable conditions.

**Something to keep in mind** at present in the importing of Canadian alfalfa seed is that three-quarters of the lots lately imported contained seeds of quackgrass. It is to be presumed that Canadian cleaning operations will soon eradicate this pest from the seed they export.

The government does not do the actual seed staining. That is the job of the handler, the importer. He must present acceptable proof of origin to the department. Also remember that it is necessary to use good alcohol in the mixing of the dye; otherwise injury may be done to the seed.

A. M. FULLER, Milwaukee, read a paper on alfalfa. He covered a nearly complete history of the plant from its early discovery some hundreds of years B. C. down to the present systematic growing. It was shown that alfalfa was always associated with horses and that the original meaning of the name was "food for horses." One dealer commented that he knew more about the Bible for having heard it referred to so much in the history than he had ever learned before, and announced that his respect for ordinary alfalfa had grown by leaps and bounds.

MAJ. FRANK TAGGART, a California seedsman, read a paper on inoculation for legumes. He went into detail about the manner in which leguminous plants form nodules on their roots and imprison nitrogen from the air, nitrogen of which 95% is almost immediately available for plant needs. He explained how inoculation of the seed aids the plant in forming a larger percentage of such nodules and thus enriches not only the plant itself but better improves the ground for the use of other plants. Maj. Taggart has performed experiments on inoculation for more than a decade and a half, and his hearers were very much impressed with his remarks.

R. M. McCLURE delivered an inspiring discourse on ass'n work. Following a few clever stories and remarks he said:

## Work of an Ass'n.

Business must always have a start somewhere some time. This country is unlike England, where it is the ambition of the father to pass a thriving business on to his son and the ambition of that son to pass it on to his son. We have in America few businesses of such long standing as the houses of England. And we have many more starting and stopping. Few of the institutions start with a sufficient capital in that most important element, good management.

**Management** is briefly defined as the ability to make things go. It has 125 definite rules, but few men know them all. Let me mention just a couple.

**Be definite in giving instructions.** If you are delegating a certain job to someone tell him what to do, then how to do it, then have him tell you what you told him, so you may be sure he understands it.

A certain preacher spent half a day in getting one of his board members to do a certain thing that he could do himself in 15 minutes. Asked why he so wasted his time he replied, "The next time that task is to be done I won't have to fool with it. If I did it this time it

would become a regular burden because I would be the only one to do it."

Another cardinal principle is to do nothing that you can get someone else to do for you. If the average business man will check up on himself he will find during a day that he spends a great deal of time in doing many unnecessary things that an ordinary office boy or employee could do just as efficiently for him. That is what Wm. Geo. Bruce, one of the greatest of sec'y's, had in mind when he said, "The efficient sec'y realizes that it is what he can get others to do for him that counts."

**Four Divisions:** Management may be divided into 4 classes. They are finance, records, stock, and sales. Finance in turn may be divided into capital and purchases, records into bookkeeping and cost finding, stock into labor, handling and shipping, sales into advertising, inside sales and outside sales. Every one of these factors are proper subjects with which an ass'n sec'y may work. Accordingly a sec'y must have a vast store of general knowledge of his field.

A man who had been in business for some 35 years felt one day like calling together a few of his old friends for a dinner chat. So he used the telephone and called up a banker, a manufacturer and an advertising man. As they were sitting around the table after the meal he put a question to each, asking, "What in your opinion is the greatest change for the better that has come into American business during the past quarter century?"

Said the banker, "Why, it is the Federal Reserve system with its aid to loans and its vast resources."

"Scientific management and production," announced the manufacturer. "It has increased output and lowered costs."

"It is mass selling," declared the advertising man. "Without it present production could not be sold."

"All wrong," said the business man, voicing answer to his own question. "The greatest change for the betterment of business since 1900 is the willingness on the part of business men to exchange ideas. Countless sums have been spent on ass'ns and ass'n work for the sole purpose of getting together and working out problems and exchanging ideas, to the end that business may be conducted more efficiently and more economically."

In the old days business secrets were real secrets, closed to all outsiders. Under present conditions men must cooperate as well as compete.

The law of human relations is well established. Each gets just about what he gives. Individuals may for a time, by clever work, defeat this law, but groups, never.

It is one thing to get joiners to an ass'n; it is another to hold them. One of the best methods is to delegate to them a share of the ass'n work, that they may become more impressed with its value.

**QUESTION** from the audience: What advantages may an individual firm obtain from a uniform cost accounting system?

**Answer:** A uniform system of cost accounting is proven to be the best method for obtaining all the facts that a business man should have intelligently and profitably to conduct his business.

Most ass'ns start with accounting systems and add cost accounting later. For a time the collection and dissemination of such information met the disapproval of the Federal Trade Commission as being in restraint of trade. Four members and the sec'y of the Maple Flooring Ass'n fought the matter to a finish and won in the supreme court. Since then other ass'ns have felt safe in going ahead with cost work.

In developing a cost system do not get a firm of certified public accountants to work it out. The best system may be developed by taking five men from your own trade and incorporating their best ideas. An accountant may later be called in for consultation.

**QUESTION** from the audience: Why do some ass'ns do more for their members than others?

**Answer:** Some members work with their ass'ns better than others. "You cannot catch an economic force with a policeman." It requires the efforts of all concerned.

One of the leading activities of an ass'n is research work. That takes money. Some ass'ns work on the assessment plan, giving ½ cent for every dollar they make in sales, to the organization. The U. S. Chamber of Commerce has approved of this as an equitable means of raising funds.

At the head of every ass'n must be a manager, the sec'y. He should delegate the work to the men in the ass'n and to paid specialists to accomplish the greatest results.

A certain business man when asked what qualities he would look for if he were selecting an ass'n sec'y, said:

"First of all he must be a diplomat. Then he should be a good manager capable of collecting dues and operating a budget. Next he should



understand costs and advertising and statistics since all of these enter in a sec'y's work.

It is a duty of the sec'y to originate new ideas. Then he must be something of an orator to put them across. He should be able to write fairly well because there is always quite a lot of semi-confidential information to be put in the weekly bulletin. And I would want him to be something of a politician.

A sec'y must have the confidence of his members. He must be honest, square and inspire their respect. At the same time he must be popular, able to lead in prayer, if you please, or shake a shaker with equal facility."

After each address a motion was made from the floor to accord the speaker a hearty vote of thanks. This was done by the delegates clapping their hands. In each case they clapped long and vigorously.

Adjourned to Tuesday morning for executive session.

## A Seed Bill for Massachusetts.

Representatives of the leading agricultural organizations of Massachusetts recently met at Worcester to discuss seed legislation. Commissioner of Agriculture A. W. Gilbert presided.

Mr. Gilbert told how legislation was needed to protect the farmers from poor seed, stating that neighboring states had enacted the necessary laws providing for inspection and testing of seeds. Massachusetts has no such laws. As a consequence great quantities of inferior seed are offered for sale within the state and farmers have been compelled to accept heavy losses.

A full discussion showed the delegates to be in accord with his thought and a com'tee was appointed to draw up and present a bill to give the necessary protection.

## Take a Fair Margin on Seeds.

Trial ground tested seeds have considerable merit. In fact, it is the ideal way to retail seeds. This method is used by an increasing number of retailers. The method is to try out the following summer after purchase is made, all lots of seeds before you offer them to the trade. The chief difficulty with selling seeds only after you have tried them for purity is the financial one which involves tying up of much money. Also the germination question enters, but fortunately with few exceptions, the vitality of seed is as high the second year as the first and the vitality of the plant is thought by some to be stronger the second year.

I have always thought a prescription drug-gist and a seed grower have many points in common. No other business has such possibilities for trouble. Further, the cost per acre of most seeds is so small that quality should come first rather than price.

Taking the above into consideration, price should not be of primary importance, either to your customer or in your buying. The grower has his whole year's effort in the one order he receives from you and the same with the customer buying from you. You have the opportunity to sell but once in the twelve months. So both you and the grower are entitled to fair margins.—L. R. Robinson, Waterloo, Neb., before the Colorado Seedsmen's Ass'n.

## Imports and Exports of Seeds.

Imports and exports of seeds for October, compared with October, 1925, and the 10 months ending with October, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		10 mos. ending Oct.	
	October 1926	October 1925	1926	1925
Alfalfa, lbs.....	418,840	314,286	3,489,783	1,439,800
Beans, lbs.....	2,238,809	3,807,570	52,522,497	71,357,688
Peas, lbs.....	612,876	1,971,002	9,545,460	17,902,233
Clover, lbs.....	758,662	2,768,477	33,679,573	6,420,079
Gr. seed, lbs.....	818,102	451,288	6,846,503	2,540,654
<b>EXPORTS.</b>				
Alfalfa, lbs.....	203,393	245,629	512,968	722,691
Beans, lbs.....	51,177	35,973	445,327	336,179
Peas, lbs.....	15,310	5,840	91,623	40,927
Clover, lbs.....	286,023	123,966	1,180,757	872,328
Timothy, lbs.....	1,967,951	697,831	9,723,988	10,607,487
Other grass seeds, lbs.....	1,103,552	791,198	4,264,740	4,545,367

## Seeds

Chicago, Ill.—The 18th annual Poultry Show opened at the Coliseum on Dec. 9.

Glasgow, Mont.—J. J. Hagen has been selected as office manager for the Northern Montana Alfalfa Growers Ass'n.

An ass'n to promote Canadian seed growing is planned by British Columbia seed growers. It will operate for educational purposes only.

Granite City, Ill.—Tri-City Seed & Commission Co. has moved to new and larger quarters. Its new establishment has just been completed and is modern in every respect.

Sioux City, Ia.—R. C. Gage of Haley-Neeley Co. is moving the headquarters of its seed department here from Sioux Falls, S. D. The change is to be finally effected by Dec. 15.

Round trip excursion rates will be available from all points in Montana, over the Northern Pacific Railway, to the Montana State Corn & Utility Seed Show to be held at Sidney, Jan. 26-28.

Phoenix, Ariz.—Clyde D. Cropper, who has been with the Phoenix Seed & Feed Co. for 14 years, has severed that connection to purchase a controlling interest in the Arizona Seed & Floral Co.

Louisville, Ky.—Miss Mary Akers, who recently resigned from the Wood Stubbs & Co., has joined the staff of the Louisville Seed Co. as a seed analyst, which activity she has followed for some time.

San Jose, Ill.—A spur track is being laid by the C. & A. railroad to accommodate the Kelly Seed Co. plant. The track being lower than the house, a system of roller skids will be used to handle the shipments of seed.

Marysville, O.—O. M. Scott & Sons Co., which recently purchased the properties of the defunct Wing Seed Co. at Mechanicsburg, O., plans to put them in operation immediately for recleaning and storage purposes.

Rochelle, Ill.—Evans & Co. has been organized by A. T. Evans, long connected with the Rochelle Seed Co., and T. G. Southworth, a large farm operator. Quarters have been obtained and cleaning and handling machinery is being installed.

Louisville, Ky.—Miss Anne Maie Lindle of Danville, Ill., became the bride of John R. Watts, Jr., of John R. Watts & Son, seed dealers, at a wedding solemnized here on Thanksgiving Day. The couple are making their honeymoon trip by auto.

Vanderhoof, B. C.—Banner oats from registered seed produced an exceptionally fine crop at the Government Experimental Station here, averaging 93 bus. per acre. The heads filled well and were of good color. Weight ran over 40 lbs. to the measured bu.

Kirkville, Mo.—Experiments are being made by McManis College of Electronic Medicine to determine the vitality of unsprouted seeds by use of a vibratory measuring device. These have been conducted for the past year by Dr. L. F. McManis, aided by Dr. D. E. Pearl. An Abrams diagnostic machine is used. Present experiments include wheat, corn and oats.

Cincinnati, O.—William A. Whitteker, for many years connected with the sales department of the J. M. McCullough's Sons Co., seed merchants of this city, died on Sunday, Nov. 28. He was born in Charleston, W. Va., Oct. 11, 1851. His early business years were connected with the florist trade. For the past 49 years he traveled in the interests of the seed business.

Colorado Springs, Colo.—The annual convention of the Colorado Seedsmen's Ass'n meeting here on Nov. 19, elected J. D. Long, Boulder, pres. to fill the vacancy left by C. R. Root. Chas. I. Simpson, Denver, sec'y-treas. of the organization since its founding, requested relief. His place was filled with Frank Burton.

## Alberta Farmers Refuse to Sell Elevator to Pool.

In the enthusiasm following its successful promotion the Wheat Pool had little trouble in getting control of the terminals and hundreds of country elevators of the Saskatchewan Co-operative Elevator Co., but the meager rewards to pool members must have cooled their ardor for further pool management of the grain sales, judging from the 4 to 1 vote of the United Grain Growers, Ltd., against selling its elevator system to the pool. The vote was taken Dec. 2, after a whole day's discussion of the advantages to be gained by pool control. They would have none of it.

The question had been brought before the delegates by a number of resolutions from locals of the company, some of them in favor of sale, while others expressed determined opposition. In addition, the directors submitted to the meeting a letter received a few days earlier by which the boards of the three provincial pools, as a result of a joint meeting held in Winnipeg, notified the company that they were prepared to enter into negotiations for the purchase of all United Grain Growers' grain handling facilities, transfer to be completed in time for the handling of the 1927 crop.

The resolution which was defeated, read as follows:

"That the meeting endorse the principle of selling United Grain Growers grain handling facilities to the provincial wheat pools and instruct the board of directors to continue negotiations with the pools and also to lay the question before the shareholders in accordance with the requirements of our charter and by-laws, so that the transfer be effected in time to handle the 1927 crop."

An amendment to this resolution, submitted during the course of the debate, when it was apparent that the majority were opposed to selling, by which it was sought to endorse lease of all the elevators instead of sale, was defeated even more decisively, being supported only by one or two votes.

The Manitoba Free Press states that: "In spite of the decided rejection of the pools' offer to buy out the elevator system, there was no expression of anything but a friendly feeling towards the pools and it is the evident desire of the meeting that the company continue its friendly co-operation and assistance to the pools that it has shown since their inception."

## Seed Movement in November.

Receipts and shipments of seeds at the various markets during November, as compared with November, 1925, were as follows:

FLAXSEED.				
	Receipts		Shipments	
	1926	1925	1926	1925
Chicago, bus.....	211,000	290,000	4,000	3,000
Duluth, bus.....	1,989,959	2,415,499	2,018,163	3,527,302
Ft. Wm., bus.....	1,259,533	.....	718,236	.....
Milwaukee, bus.....	60,015	130,130	.....	.....
Minneapolis, bus.....	1,103,020	1,106,790	247,790	346,520
New York, bus.....	1,436,500	.....	.....	.....
Superior, bus.....	680,143	1,005,263	1,074,581	1,247,589
KAIFIR AND MILO				
Kans. City, bus.....	397,100	279,400	173,000	124,000
St. Louis, bus.....	45,600	46,800	21,600	36,000
Hutchinson, bus.....	183,300	144,300	.....	.....
Wichita, bus.....	18,000	12,000	1,200	1,200
CLOVER.				
Chicago, lbs.....	2,133,000	2,125,000	1,067,000	499,000
Milwaukee, lbs.....	657,614	772,012	145,350	165,425
Toledo, bags.....	783	2,262	743	1,023
TIMOTHY				
Chicago, lbs.....	2,113,000	2,047,000	2,832,000	709,000
Milwaukee, lbs.....	120,000	180,000	109,000	.....
Toledo, bags.....	1,268	95	22	1
ALSIKE.				
Toledo, bags.....	126	106	60	87



## Supreme Court Decisions

**The measure for damages for nondelivery** of goods is the market price which the shipper would have to pay to replace the articles in port of delivery at the time delivery should have been made, customs duties not considered, less landing charges and freight, if not paid.—*The Cabo Villano*, U. S. District Court, New York. 14 Fed. (2d) 978.

**Chattel Mortgage Void as to Succeeding Crops.**—Provision of a farm lease, inter alia, that title to all crops shall remain in the landlord until any indebtedness to him from the tenant is paid, held in the nature of a chattel mortgage, and void under the law of Nebraska as to crops of subsequent years, and particularly as to indebtedness not then in existence and having no relation to the farming operations.—*Svenson v. Laird*, U. S. Circuit Court of Appeals. 14 Fed. (2d) 917.

**Forgery of B/L.**—Where defendant forged B/L to induce bank to cash drafts drawn on consignee, in absence of proof to contrary, it must be presumed, in view of Code 1923 § 4121, that he intended to forge, utter, and defraud. Evidence of other forgeries and uttering forged instruments is admissible in prosecution for forgery and uttering forged instrument to show intent with which act charged was committed.—*Hall v. State*, Court of Appeals of Alabama. 109 South. 847.

**Exchanging B/L for Trust Receipt.**—Pledgee of negotiable B/L, pledged as collateral security for a loan, in view of Act. Cong. Aug. 29, 1916 (U. S. Comp. St. § 8604-aaa et seq.) substantially similar to La. Act No. 94 of 1912, and Civ. Code, art. 3162, held not to annul pledge and lose his lien on goods by returning B/L to pledgor temporarily on a trust receipt, as against carrier stopping shipment in transit and diverting it to shipper, not on strength of, but in spite of, consignee's having possession of B/L.—*Canal-Commercial Trust & Savings Bank v. New Orleans, T. & M. Ry. Co.*, Supreme Court of Louisiana. 109 South. 834.

**Failure to Warn Shipper of Embargo Prevents Demurrage.**—Such defendant carrier, knowing of wheat embargo, was under duty to prevent plaintiff from loading cars in ignorance of embargo, failure to warn plaintiff stopped defendant from setting up embargo as bar to plaintiff's recovery of demurrage charges paid. National Car Demurrage Rules and Charges, effective December 1, 1919, held inadmissible because irrelevant and immaterial to issue involved in suit for recovery of September and October, 1919, demurrage charges.—*Davis, Director-General v. H. G. Martin of Grand Prairie, Tex.*, Court of Civil Appeals of Texas. 287 S. W. 113.

**Handling of Draft by Bank.**—Banking custom of presenting for acceptance draft with B/L attached before arrival of car held not to change intrinsic character of transaction, though directions accompanying draft required surrender of documents upon drawee's acceptance of draft payable 30 days after arrival of car. Directions to bank, accompanying draft with B/L attached, required surrender of documents upon drawee's acceptance of draft payable 30 days after arrival of car, held not sufficient to show intent of drawer to preserve right of stoppage in transitu. In controversy over car of flour, the B/L for which was surrendered by bank upon drawee's acceptance of accompanying draft before arrival of car and thereafter pledged to bank to secure loan to drawee, to justify conclusion that bank was not holder in good faith showing that in permitting acceptance of draft and surrendering B/L and taking assignment of it bank acted

with notice of facts making transaction wrongful held necessary; "good faith" in transaction being satisfied when act is honest whether it is negligent or not, in view of Gen. St. 1918, §§ 4652, 4665.—*New York, N. H. & H. R. Co. v. Goodhue Mill Co. and First Nat. Bank of Bridgeport*, Supreme Court of Errors of Connecticut. 134 Atl. 223. [After bankrupt National Grain Co. accepted the draft the bank got possession of the papers, and the court held title was in bank, to the car of flour, as against the mill company.—Ed.]

### U. S. Fleet Corporation Subject to Suit as Any Other Corporation.

The Marshall Hall Grain Co., St. Louis, Mo., and the Frisco Elevators Co., Kansas City, Mo., loaded on the steamship City of Brunswick, owned by the United States Government and operated by the U. S. Shipping Board Emergency Fleet Corporation, a quantity of wheat at New Orleans, La., to be delivered at Antwerp, Belgium. The grain never was delivered, but was wholly destroyed.

The grain companies brought suit, and one of the defenses was that the City of Brunswick was not being operated by the U. S. Shipping Board Emergency Fleet Corporation in its capacity as principal, but as a government agency.

The U. S. District Court of Massachusetts deciding all points in favor of plaintiffs, said: "It is clear that proceedings may be brought in this court to recover for the wrongful act of the Fleet Corporation, whether such wrong is grounded in tort or consists of a failure to observe some contractual obligation; that the immunity granted to the United States against such suits does not extend to the corporation, which must answer for its acts the same as the individual; and that the Fleet Corporation is a distinct, corporate entity, capable of suing and being sued the same as any other corporation. It is against this corporation and not the United States that the suits are brought."—14 Fed. Rep. (2d) 141.

### Proceeds of Drafts Lost by Failure of Banks.

At the recent semi-annual meeting of the Southwestern Millers League at Kansas City the auditor of the Kansas Flour Mills Co., A. T. B. Dunn, related his experience with the failure of banks holding the proceeds of drafts paid by buyers of flour.

In one case the mill filed suit against the bank, contending its position was not that of a depositor, merely placing the draft in the hands of the bank for collection alone. The first court decided in favor of the mill, but on appeal by the receivers of the bank, the original decision was reversed. The case is now waiting a hearing in the Supreme Court of the United States.

T. A. Noftzger, attorney in the case, is handling a similar appeal involving bank collection of draft for the Larabee Flour Mills Co., Kansas City.

As a precautionary measure, Mr. Dunn urged millers to stamp all drafts for collection with the following words: "To Collecting Bank: This draft is placed for collection only and is not to be treated as a deposit. The funds obtained through its collection are to be accounted for to us as a trust and are not to be commingled with the other funds of the collecting bank."

In "Letters" this number is a communication from Mr. Dunn giving some legal angles on this matter.

One difficulty is that the buyer pays by a check on his bank, and a check is only as good as the bank on which it is drawn. As to other intermediate banks, however, it seems that the funds could not be considered a deposit, and that any of the connecting banks so authorizing the handling of the funds should be held liable.

### Annual Report of Secretary of Agriculture.

In his annual report to the President, issued Dec. 10, W. M. Jardine, sec'y of the Department of Agriculture, covers the entire field of farm activities, with special emphasis on marketing. In part he said:

Gluts and wastes can not be overcome, nor can the spread between what the farmer receives and what the consumer pays be narrowed sufficiently until effective machinery has been set up to feed farm products into the markets of the country in an orderly manner and at a rate consistent with consumption requirements. This is a formidable undertaking. There is a natural division of interests between different agricultural sections of the country. Farmers of the East are heavy buyers of western grain. The South is a heavy buyer of northern pork products, grains and feedstuffs. The North is a buyer of cotton products. Even within the same region the grain grower's finished product may be the livestock feeder's raw material. Our marketing policy should have regard for the interests of agriculture as a whole.

A plan of organization that will work fairly and effectively as between the cotton producers of the South and the milk producers of the New England States, the corn growers and the hog raisers of the Corn Belt, the citrus growers of California, Florida and Texas, the cattle-men of the range and beef-cattle states, the potato growers of Maine, Idaho, Wisconsin and Minnesota, and the producers of all the other crops grown in this country, can not be improvised in a moment.

I believe, however, that we are on the right track when we emphasize the commodity principle in cooperative organization.

**Coordination of Units Needed.**—It is obvious, of course, that cooperation will not do much for the wheat grower if 5,000 or 10,000 ass'ns try to operate in wheat independently of one another. There is needed a coordination of local cooperative units and a central sales agency. Only by such means can farmers expect to have any effective bargaining power in the wheat market. But a wheat cooperative with a central sales agency that had in its possession from 100,000,000 to 200,000,000 bushels of wheat might help materially in stabilizing wheat prices.

The United States has become great industrially largely thru mass production, which facilitates elimination of waste and lowering of overhead costs. Large-scale organization in the business world has effected tremendous economies both in production and distribution, and has enabled manufacturers to supply consumers with what they want when they want it. It seems to me that in this matter agriculture must follow the example of industry. It must have a similar large-scale development of its business organization, managed by competent executives. There are 6,500,000 farmers, each representing a unit of agricultural business. It is therefore not easy to organize agriculture for effective business operations. But the start that has been made in that direction indicates that it can be done.

**Natural limits** to the extent to which cooperative marketing can be centralized are set by the fact that each basic agricultural product presents problems of its own. It is obviously impracticable to have wheat growers, cotton growers, fruit growers and livestock raisers all in the same organization. So far as I can see now, there ought to be separate organizations for each leading commodity. But there ought not to be too many competing organizations each striving to handle the same product. When a crop is handled by several hundred small concerns, whether they are cooperative or private, there is bound to be confusion, price cutting when supplies are heavy, market gluts, and other conditions that result in heavy losses for which the producer must pay.

I have already mentioned the possibilities open to wheat growers thru the federation of local cooperative organizations. It is necessary to have local farmer-owned elevators. Local cooperative units are necessary for assembling and shipping wheat.

Local organizations, however, can not exercise any effective bargaining power unless they follow a limited marketing policy. Such action is, of course, impossible without an overhead selling agency representing them all. What we need, in short, is organization, both local and regional. Our cooperative marketing agencies should be organized on the broadest scale compatible with effective dealing with the special problems presented by the different branches of agriculture. As I have mentioned wheat several times in this connection for purposes of illustration, I may as well amplify my point by further reference to that commodity.

There are about 4,000 farmers' elevators in the United States and no fewer than nine wheat pools. These elevators and pools, however, do not conduct any common policy. As a result they have probably little more bargaining power than have individual wheat growers. But if they were federated our wheat growers' organizations would be in a position to exercise a very considerable influence on market conditions. It is not necessary for a cooperative



ass'n to handle the whole of a crop in order to have some say as to its price. It is often enough to control merely the surplus beyond what is required for current consumption.

**Separate Organization for Each Commodity.**—Farmers can unquestionably exercise effective bargaining power thru commodity organizations representing a majority of the heavy producers of the crops handled by the organizations. In that way they can prevent disastrous ups and downs in prices, cause a steady flow of products to the best markets, and exert some influence on production. It is important that farmers' organizations should not confine their work merely to regulating the flow of agricultural products to market. They should seek to adjust production as well as marketing to consumption requirements. Effective agricultural cooperation begins at seeding and planting time, and in the case of many crops ends only when the product is turned over to the processor or to the consumer. When farmers' business organizations take this broad view of their functions they can make a real contribution to the stability and progress of agriculture.

## 6c Cut Goes Before Commission.

Grain dealers, milling executives, traffic experts and general business representatives gathered with railway officials in Washington on Dec. 8 for the hearing before the Interstate Commerce Commission on the proposed 6c reduction in grain and grain products rates from the northwest to eastern trunk line territory. The M. & St. L. and the Soo Line railroads have presented briefs favoring the voluntary reduction of rates as proposed. Under present conditions they have lost considerable traffic which has gone to the cheaper lake route.

The Minneapolis Traffic Ass'n has prepared a brief in which it declares:

It is not claimed that the rates are reasonably maximum rates, but it is clearly shown that the earnings under them are higher on a car mile basis than the earnings the carriers receive under many other rates applying from the same general territory of origin and via the same rail routes to the same destination territory. Witnesses in support of the tariffs have testified that the proposed rates will afford to the carriers something more than the out-of-pocket costs, and it is clearly shown that the additional tonnage which will be attracted to the all-rail routes by these rates, handled at a minimum of increased operating expenses, will materially supplant the carriers' revenues.

Northwestern millers, fighting against alleged discrimination, looked upon the decision of the Interstate Commerce Commission upholding intermediate point milling-in-transit charges as a victory. The Great Northern and Northern Pacific were sustained in charges of 1½c per cwt. for milling in transit at points west of Minneapolis; the Milwaukee was declared unjustified in proposing a similar charge affecting the same territory; the Soo Line was ordered to revise its transit charges.

Interior mills have tried to equalize their transportation privileges for several years, finally associating and hiring counsel. They claim the practice of permitting milling in transit is almost universal, tho admitting it is a valuable service for which charges are justified. They contend, however, that such charges should be uniform so interior mills may compete on an equitable basis with Minneapolis and eastern mills.

## N. D. State Mill Loss Is \$1,138,008.

The report of the special auditor employed by the State Industrial Commission to investigate the finances of the State Mill & Elevator of North Dakota at Grand Forks, N. D., shows the plant has lost \$1,138,108 since its inception.

In October the mill manufactured 98,089 bbls. of flour, the largest amount in any month since it started. Yet the monetary loss was \$6,291.49. The September loss was \$27,536.16; the August, \$44,137.58. September production was 90,273 bbls.; August production, 45,304 bbls.

A consistent loss has been shown in every month of the mill's operation. Even during October, when it operated at full capacity (3,000 bbls.), it was unable to show other than red on the ledger.

## Attack Chicago as Grain Center.

E. G. Wylie, freight commissioner of the Greater Des Moines Com'ite, has filed a complaint with the Interstate Commerce Commission attacking grain rates which discriminate against Des Moines and other Iowa points in favor of regular terminal markets, directing his attacks particularly against Omaha and Chicago. He is seeking revision of rates on grain from Des Moines to 184 destinations on the C., B. & Q. The complaint is filed on behalf of the Des Moines Elevator & Grain Co. and sums up its charge as follows:

"The average of the actual distances from Des Moines, Ia., to 184 Chicago, Burlington & Quincy, and Quincy, Omaha and Kansas City destinations is but 210.33 miles, while from Council Bluffs such average is 222.22 miles. The shorter averaged mileage from Des Moines has published for it increased rates that are 3.06 on wheat and 2.6 cents on corn, per hundred pounds, higher than the rates published from Omaha. The rate published for Des Moines disregards the fact that the averaged distance is greater from Council Bluffs and still greater from Omaha than from Des Moines."

Another complaint just filed with the I. C. C., charges that Chicago is favored over Des Moines and other Iowa points in rates on grain shipped from South Dakota.

## Adulteration and Misbranding.

**Whitesboro Oil Mill Co.**, Whitesboro, Tex., was fined \$10 and costs for shipping a quantity of cottonseed cake, alleged in an information filed by the attorney for the Eastern District of Texas to be misbranded, in interstate commerce into the state of Kansas. The product was labeled to contain not less than 43% protein and not more than 12% crude fiber. Analysis showed it to contain 39.68% protein and 12.67% fiber.

**Fremont Oil Mill Co.**, Fremont, N. C., was fined \$100 and costs for shipping in interstate commerce to Massachusetts and Maryland a quantity of cottonseed feed alleged to be adulterated according to an information filed by the attorney for the Eastern District of North Carolina. The article was labeled to contain 36% protein, but actually contained a smaller amount and an excess of the stated maximum of fiber.

**Kansas Flour Mills Co.**, Kansas City, Mo., pleaded guilty to shipping various consignments of feed in interstate commerce to Arkansas when the attorney for the Western District of Missouri filed an information against it. Adulteration and misbranding was alleged because brown shorts had evidently been packed with a product labeled variously to be gray wheat shorts and wheat screenings. A fine of \$250 was imposed.

**General Commission Co.**, Kansas City, Mo., shipped 79 sacks of "General Feed" from Missouri into Kansas. The article was alleged to be misbranded and adulterated in a label filed by the attorney for the District of Kansas. It was labeled to contain not less than 16% protein, nor more than 8.50% crude fiber. It contained a smaller amount of protein and a greater amount of fiber. Blue Rapids Mill & Elevator Co., Blue Rapids, Kan., made claim to the property and obtained its release under bond.

**Farmers Cotton Oil Co.**, Wilson, N. C., was fined \$100 for shipping a quantity of cottonseed feed in interstate commerce to the state of Massachusetts, alleged to be adulterated and misbranded in an information filed by the attorney for the Eastern District of North Carolina. The product was variously labeled to be "Good Cotton Seed Meal" and "Danish Brand Cotton Seed Feed." Adulteration was alleged because the product showed less than the minimum of protein and ammonia and more than the maximum of fiber.

**Acme-Evans Co.**, a corporation, Indianapolis, Ind., was charged with shipment of quantities of feeds from the state of Indiana into the states of Ohio and Kentucky, in violation of the pure food and drugs act. The articles were labeled respectively in part "Acme Egg Mash Guaranteed Analysis Minimum Protein 20% \* \* \* Ingredients \* \* \* Alfalfa Meal" and "Producer Chop \* \* \* Guaranteed Analysis Protein 8.00 Per Cent Fat 2.50 Per Cent Fiber 15.00 Per Cent." Analysis showed the egg mash contained less than 20% protein and no alfalfa meal; the producer chop contained less than the labeled amounts of protein and fat and an excess of fiber. After a plea of guilty the court imposed a fine of \$200.

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GRAIN DEALERS JOURNAL  
309 So. La Salle St., Chicago, Ill.



## Grain Carriers

An extension of 33 miles will be built by the Great Northern from Richey to Circle, Mont.

Surveys are being made for 19 miles between Fritch and Stinnett, Tex., by the Rock Island.

Construction contracts have been let for 50 miles of the Meridian & Bigbee River R. R. from Meridian, Miss., to Myrtlewood, Ala.

An extension is under construction by the Cowlitz, Chehalis & Cascade R. R. for 14 miles between Lacamas, Wash., and Cowlitz.

The average daily surplus for the period ending Nov. 15 was 61,815 box cars, 11,321 coal cars, 98,704 all freight cars.—American Railway Ass'n.

Washington, D. C.—Arguments before the Interstate Commerce Commission on the Galveston-New Orleans rate case scheduled for Dec. 2-3 were postponed to Dec. 9-10.

Bloomdale, O.—The car situation has been o. k. this year, and we have needed lots more cars than usual to handle the big movement of grain. Yet the railroads did well.—L. R. Good & Son.

Lincoln, Neb.—The Omaha railroad has been granted permission by the state railway commission to reduce rates on barley, corn, oats and rye from certain stations on its lines to Oakland in order to meet cross country competition from other lines.

Grain and grain products were loaded into 44,475 cars during the week ending Nov. 20, a decrease of 8,737 cars under the same week a year ago. In Western districts alone, 26,014 cars were loaded, which is 7,994 under the same week of last year.—American Railway Ass'n.

Hearings were recently conducted at Omaha by the Interstate Commerce Commission, to permit presentation of evidence and arguments objecting to proposed increased rates on small grain from points in Southwestern Iowa and Nebraska to the St. Louis market.

Calumet, Mich.—The freighters City of Bangor and Thomas Maytham, engaged in Great Lakes grain traffic, were wrecked on the rocks of Keweenaw point in Lake Superior. The crews of both vessels were saved, 29 men from the City of Bangor and 24 from the Maytham.

Washington, D. C.—Sec'y of War Davis and Maj.-Gen. Edgar Jadwin, chief of army engineers, appeared before 500 delegates to the 22nd Rivers & Harbors Congress and urged completion of the Mississippi river system and other waterways now authorized by Congress, before opening further projects.

Ottawa, Ont.—The Board of Railway Commissioners began its final hearing on the general revision of the Canadian rail rate structure on Nov. 30. All except certain grain rates were under review. It is thought grain rates will largely influence the setting of rates on other commodities.

Washington, D. C.—Construction of the St. Lawrence waterway from the Great Lakes to the Atlantic, instead of the considered all-American route across New York state is recommended to Congress by Maj. Gen. Edgar Jadwin, army chief of engineers. He described the St. Lawrence project as economically sound and by far the better investment, claiming it would be cheapest to build, would develop power that would ultimately pay for it, and furnish the shortest route to the export grain markets of Europe.

Washington, D. C.—Sec'y Herbert Hoover, chairman of the American section of the International Commission on the Great Lakes Ship Canal project, called a meeting of that section for Dec. 10. The report of the engineers on the St. Lawrence waterway is ready and this will be studied by the members.

St. Paul, Minn.—The Northern Pacific railroad has announced a \$3,000,000 rail project to give approximately 600,000 acres of tillable land in the Redwater valley of Montana transportation facilities. A new line will be run from Glendive thru Circle to Brockway. The project is to be completed before 1928 if possible.

A petition has been made to the Interstate Commerce Commission by Louisville, Evansville, Cincinnati and other Ohio river crossings, asking suspension of the proposed rates on grain from Memphis to the southeast which would give farmers of Arkansas and Oklahoma an advantage over producers of Ohio, Indiana and Illinois.

Complaint filed by South Dakota and Iowa interests, asking the Interstate Commerce Commission for lower rates on coarse grains from South Dakota points to 8 western states were supported by the grain exchanges of Sioux City and Omaha. The case was heard early this month before Examiner W. Cheseldine at Sioux Falls, S. D.

New York, N. Y.—A decision by the Board of Arbitration operating under the new Watson-Parker bill, gave 89,000 conductors and trainmen on eastern railroads an increase of 7½% in wages, or approximately \$15,000,000 annually. This settles a dispute of a year's standing. The employees of 50 roads had asked for increases of 19%.

Omaha, Neb.—In docket 15,511, Chicago Board of Trade vs. A. T. & S. F. et al., the Omaha Grain Exchange asked a proportional decrease on any reduction which may be accorded any other terminal grain market in this territory. This was a reopening of the case affecting grain rates from southwestern Iowa to St. Louis and Chicago.

Baltimore, Md.—The largest cargo of wheat ever cleared from Baltimore, probably from any Atlantic or Gulf port, was loaded on the S. S. Arizonian at the Western Maryland and the Baltimore & Ohio export elevators late last month. It consisted of 12,000 tons, or approximately 440,000 bus. of wheat from Canada destined for Genoa, Italy. The largest cargo of wheat ever loaded at Baltimore was 420,531 bus. on the S. S. Ixion.

Wichita, Kan.—The Missouri Pacific, Rock Island and Santa Fe railroads plan to put in 2 sets of rates on wheat shipments from Kansas points to Wichita, effective Dec. 15. Under them the local rate would be increased on wheat shipped out of Wichita over another road offering a proportional rate, whereas it would remain as now where no such rate was offered. This is classed as a direct method of combating the recent tariff published by the Orient and Midland Valley roads wherein wheat shipped into Wichita over any road at the local rate will be sent to gulf ports for the difference between the local and the thru rate.

Kansas City, Mo.—In his report before the members of the Southwestern Millers League assembled here in annual convention late last month, E. H. Hogueland, commerce counsel, referred to the switching charges at Arkansas City, Kan. The Frisco railroad sought to increase the intrastate charge from \$2.25 to \$6.30 per car, placing their faith in the decision of the Interstate Commerce Commission which approved that charge in interstate shipments. The Kansas Public Utilities Commission refused to take action, but ordered the Frisco to make a new cost study of switching costs at Arkansas City. He also mentioned the petition of the carriers asking the application of wheat rates to all

wheat products. Millfeeds now take corn rates. The League has filed complaint attacking the mixed carload rate of all Kansas railroads.

## National Traffic League Defends Use of "No Recourse" Clause.

The National Industrial Traffic League adopted a resolution at its meeting in New York Nov. 18 that its legislative com'te submit recommendations with a view to decentralization of the Interstate Commerce Commission.

The budget com'te was instructed to request Congress to increase the appropriation for the Interstate Commission, which has asked \$7,-000,000 for the coming fiscal year.

A resolution was adopted condemning efforts made by parties to proceedings before the Commission to enlist the assistance of members of Congress.

Publication of a code by the League for wiring between shippers and carriers as to quotations, tracing, diversion and reconsignment was referred to the executive sec'y, who will sound out interested organizations.

The executive com'te voted to hold the next annual meeting at Chicago Nov. 16 and 17.

W. R. Scott, of Kansas City, chairman of the B/L com'te, presented a report, which was adopted with a few changes. Mr. Scott said:

A member has raised the question of the right of a shipper to execute the "no recourse" clause on a B/L covering a shipment upon which the freight charges have been prepaid. The carriers have refused to sign such Bs/L upon the ground that prepayment would bar their recourse against the consignee and the "no recourse" clause would bar recourse against the shipper. It is pointed out that many shippers sell goods f. o. b. plant and prepay the freight as agents for the consignee, the consignee paying the freight to the shipper as a separate item on the invoice. In such instances the shipper desires to protect himself by the "no recourse" clause.

The League's Counsel reviewed this subject and gave the following opinion: "The carrier has no right to decline to accept Bs/L tendered by the shipper upon which the shipper has executed the 'no recourse' clause. The B/L authorizes the inclusion of this clause. The carrier is obligated to accept a B/L with a shipper's signature attached to the clause as provided in the form. It is then up to the carrier to collect its charges, if they are prepaid, as provided for in the tariffs. If it does not do so, it must look elsewhere for the charges."

Your com'te believes, in view of counsel's opinion, that shippers have a right to insist upon the execution of such Bs/L and that as a practical matter there is just the same reason for a "no recourse" clause on prepaid shipments as upon collect shipments, but do not feel that any action should be taken by the League upon the subject at this time, as we are not advised that the subject is of sufficient general importance to warrant such action.

It is interesting in connection with this matter to recall the discussion at the annual meeting in 1924 (Circular No. 718, page 25), where, in connection with the recommendation that legislation be sought to relieve commission merchants from liability for freight undercharges, it was urged by certain members that such relief should be obtained also for the benefit of consignees on prepaid Bs/L. The theory upon which this contention was made at that time was that a purchaser of goods f. o. b. his plant upon which the charges are prepaid should not be liable for additional freights. It is evident that in one case the consignee and in the other case the consignee feels that he should be relieved from liability for freight undercharges on prepaid shipments.

The League adopted a motion by Mr. Chandler that the matter of the right of a shipper of a prepaid shipment to execute the "no recourse" clause be put up to the Commission.

The legislative com'te opposed the railroads' demand for the striking out of the B/L the clause making it unnecessary to file claim before suit when carrier was negligent.

At the annual dinner Nov. 17 the speakers were Commissioner Woodlock and R. C. Fulbright.

Officers elected were C. E. Childs, Omaha, pres.; W. H. Day, Boston, vice-pres., and E. C. Wilmore, Chicago, treas.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. R. I. & P.** supplement 20 to tariff 10389-I, I. C. C. No. C-11361, effective Dec. 1, further postpones the effective date of supplement No. 3 to same to Dec. 31.

**A. T. & S. F.** supplement 23 to tariff 7481-J, I. C. C. No. 9952, effective Dec. 12, further postpones the effective date of Item No. 30-C in supplement 14 of the foregoing tariff until Feb. 1.

**C. & E. I.** supplement 3 to tariff 620, I. C. C. No. 193, effective Dec. 31, makes certain reductions on grain and grain products to certain stations on the St. L.-S. W. and the T. & A. in Arkansas.

**C. R. I. & P.** supplement 11 to tariff 28675-G, I. C. C. No. C-11520, effective Dec. 22, gives minimum weights on various forms of alfalfa, meals, cakes, pulp and straw by-products, used for feed purposes.

**C. R. I. & P.** supplement 44 to tariff 22000-H, supplement 40 to I. C. C. No. C-11168, effective Dec. 1, postpones rates in supplements Nos. 19 and 21 to same, applicable in connection with Index Nos. 3153 to 3382, inclusive, from Dec. 1 to Dec. 31.

**I. C.** supplement 46 to tariff 601-J, I. C. C. No. A-10025, effective Dec. 1, postpones the effective date on rates published on page 6 of supplement 23 to the same, all provisions shown in connection with Station Index Nos. 3163 to 3170, inclusive, from Nov. 25 to Jan. 1.

**C. R. I. & P.** supplement 12 to tariff 28675-G, I. C. C. No. C-11520, effective Jan. 30, advances certain rates on some grains and grain products when destined to New Orleans, La., or Mobile, Ala., for export.

**C. R. I. & P.** notice issued Nov. 19, effective Nov. 27, postpones the effective date of supplement 3 to tariff No. 19690-L, I. C. C. No. C-11504, and tariff No. 31408-F, I. C. C. 11546, until Feb. 1, 1927.

**Rock Island** supplement 22 to 13207-J, I. C. C. No. C-11030, effective Nov. 20, cancels supplement 21, reduces rates from all stations to Beech, Ill.-Milwaukee, Wis. (Index Nos. 555-569), also Deering-Waukegan, Ill. (Index Nos. 535-554), routed as specified.

**I. C.** supplement 45 to tariff 601-J, I. C. C. No. A-10025, effective Dec. 27, lists among stations to which rates apply, tho not indexed in tariff, Hollandale, Minn. Reissues listing certain Iowa, Minnesota and South Dakota rates on flax seed, wheat and corn are also published.

**A. T. & S. F.** supplement 22 to tariff 7481-J, I. C. C. No. 9952, effective Nov. 27, further postpones the effective date of the schedule in circular No. 4, supplement No. 12 to tariff 7481-J, until Feb. 1, 1927, under special permission No. 79643 of the Interstate Commerce Commission and under Rule 9 (n), P. S. C.-Mo. Circular No. 4.

**C. R. I. & P.** supplement 10 to tariff 28675-G, I. C. C. No. C-11520, effective Jan. 30, gives rates from certain stations on the Rock Island in Nebraska, Kansas and Colorado to Kansas City and certain cities in Mississippi, Alabama, Louisiana and Texas, on buckwheat, flour, rye flour, wheat, barley, bran, corn, grain screenings, oats, rye, sorghum grain, alfalfa meal.

**I. C.** supplement 4 to tariff 1537-H, I. C. C. No. A-10179, effective Jan. 3, permits grain to move from certain Illinois stations to Cincinnati over the B/4, C & O. or Pa. railroads. It also reduces the grain and grain products rate on intrastate traffic from Rutland, Ill., to Pekin or Peoria to 9½ cents. The rate from East St. Louis and St. Louis to Cleburne, Ill., is reduced to 6½ cents; from Pekin, Ill., to Evansville, Ind., to 12½ cents. Other reductions are effected from certain Illinois stations to Chicago.

**Chicago, Ill.**—Dr. J. A. Wesener, head of the Columbus Laboratories and known thru-out the milling industry as inventor of the chlorine bleaching process, died at his home here following an illness of several weeks. He was 61 years old.

## Rate Investigation and Pending Cases.

The petition of cariers of the southwest for a general investigation of grain and grain products rates in their territory has led ass'n sec'ys variously to address their membership as does Sec'y Topping of the Southwestern Millers' League. He states:

We are in receipt of petition filed with the Interstate Commerce Commission by about 50 carriers in the southwest petitioning for an order instituting an investigation into and concerning the relationship and measures of the rates on grain, grain products and articles taking the same rates or rates related thereto, between points in the states of Oklahoma, Texas, New Mexico, Arkansas, Louisiana, Kansas and Missouri, including the rates between points within each of said states.

If this petition is granted there will, no doubt be submitted a number of petitions asking for extension of this investigation which, no doubt, will include Colorado, Nebraska and possibly other states.

The carriers have also requested a reopening and consolidating of Oklahoma Millers' League vs. Carriers, Docket 15026; St. Joseph Grain Exchange, et al., vs. Carriers, Docket 17477; Southern Kansas Millers Traffic Club et al. vs. Carriers, Docket 17922-Sub No. 1; American Maid Flour Mills et al. vs. Carriers, Docket 18203; Atchison Board of Trade et al. vs. Carriers, Docket 18359; Sioux City Grain Exchange vs. Carriers, Docket 18359-Sub. 1; New Orleans Joint Traffic Bureau vs. Carriers, Docket 18782.

In addition to the formal complaints now pending as referred to above, the following investigation and suspension proceedings have not been disposed of: I. & S. Docket 2562, I. & S. Docket 2660; I. & S. Docket 2777; and Fourth Section Orders 9149 and 9279.

The carriers suggest that the proceedings under the order instituting an investigation and the other proceedings above mentioned be set for hearing at the same time and place and that the evidence pertaining to proceedings be taken upon the one record and that the hearing be made a matter of co-operative procedure between the Interstate Commerce Commission and the seven State Commissions hereinbefore referred to.

## Motor Truck Tax Invalid.

Judge Weber of the St. Clair County Court at Belleville, Ill., is said to have declared the state tax on motor trucks operating on regular schedule or under contract to be invalid, because the tax money went into the general state revenue instead of into the road construction and maintenance fund.

The tax applied to trucks whether licensed in Illinois or not was based on gross weight of truck and capacity of load at the rate of \$1 per 100 pounds. Thus, if a truck weighed 3,000 pounds and could carry a two ton load the annual tax was \$70.

## I. C. C. Activities.

**C. I. & L.** supplement 4 to tariff 520-C, I. C. C. No. 4299, effective Dec. 8, reduces the rate on grain and grain products from various points to Effner, Ind.

**C. W. Galligan** supplement No. 1 to Chicago Switching Com'te tariff No. 20-P, I. C. C. No. 84, effective Dec. 20, includes Homewood, Ill., in the Chicago District.

**I. & S.** 2789 suspends schedules published in supplement 15 to Northern Pacific I. C. C. 7918 from Nov. 8 to Mar. 8. The schedules proposed revision of grain and grain products rates from certain stations on the N. P. in North Dakota to Chicago, St. Louis and points taking same rates.

**Globe Grain & Milling Co.**, of Los Angeles, vs. Mo. P. et al. Charges unreasonable rates on carload of barley from Wichita, Kan., to Los Angeles and diverted to Santa Paula, Cal. Asks Commission for order directing defendants to desist from attempting to collect alleged balance due.

**Des Moines Elevator & Grain Co.** et al. vs. C. B. & Q. et al. Rates violating sections 1 and 3 of the Act, on grain, grain products, and articles taking same or related rates, from Des Moines, Ia., to points on the C. B. & Q. and Quincy, Omaha and Kansas City, is claim now before Commission. Rates for future asked.

**Peyton Packing Co.** et al. vs. Arizona Eastern et al., docket 15027. The Commission modified findings in original report, 100 I. C. C. 4, as to reasonable rates on cottonseed cake, meal, hulls and oil from Calexico and El Centro, Cal., to

El Paso, Tex. Under scale prescribed in Oklahoma Corp. Commission vs. A. & S. Ry. Co., 98 I. C. C. 183, plus differentials for hauls in territory referred to, rates for distance of 660 and 670 miles would be 47c on cottonseed cake and meal, 38c on hulls and 62.5c on oil instead of 46, 37, and 61 as prescribed in original report.

## Record Vessel Loading.

A record for the loading and clearing of vessels was established by the Lake Shippers Clearance Ass'n when it cleared 22 grain boats before 1 o'clock in the morning on Dec. 1 out of Fort William and Port Arthur, Ont. That hour is midnight in Chicago, by which the insurance change is regulated.

Commencing at 4 p. m. Tuesday, when a heavy snow storm then in progress slightly abated, these 22 vessels were loaded with 5,656,000 bus. in the remaining 9 hours before expiration of low insurance rates. Seven wheat and 2 rye boats went to Buffalo. A number of the vessels are making this their last trip of the season.

## HESS PNEUMATIC GRAIN DRIERS

Used everywhere—  
**NONE BETTER**

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

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## Feedstuffs

**Stuart, Ia.**—Elvin Calhoun has discontinued his connection with the J. R. Maynes Milling Co. of Shambaugh, and is starting a feed mill here.

**Yoakum, Tex.**—The Yoakum Mill & Elevator Co. has installed a new feed mill at a cost of approximately \$12,000. The company plans to manufacture feed for carlot trade.

**Long Beach, Cal.**—An extensive lease has been taken by the Pacific Molasses Products Co. on quarters where it will manufacture stock foods and chicken feed from molasses for wholesale distribution. Operations are to be started immediately.

**Council Bluffs, Ia.**—Roy Scofield Chemical Co. has installed a pulverizer for the manufacture of feeds. The Raven Mineral Co. has plans under consideration for a mixing plant to produce a car of mixed feeds every 2 hours.

**Kansas City, Mo.**—Approximately 1,200 bus. of oats and 1,100 bus. of corn were damaged by water as a consequence of a fire at the plant of the Feeder's Supply Co. Defective wiring in a dynamo is thought to have started the blaze.

**El Campo, Tex.**—Fire damaged the plant of the Elco Feed Co. to the extent of \$40,000, and the stocks to the extent of \$60,000 recently. The plant of the El Campo Rice Mills and the Weaver feed store nearby suffered to the extent of nearly \$100,000 by exposure to the blaze.

**Treat no wheat with copper carbonate** dust other than that used for sowing. After treating, seed wheat is unfit for food or feeding purposes. Bread made from it is not fit to eat, even if the treated grain is thoroughly scoured before milling.—Buro of Plant Industry, U. S. Department of Agriculture.

**Los Angeles, Cal.**—The Los Angeles office of the Sperry Flour Co. has been moved to a new warehouse and feed mill in the central manufacturing district. The new plant was constructed at a cost of \$400,000 and occupies six and one-half acres. It has 6 steel storage bins with a total capacity of 50,000 bus. available for cleaned corn, kafir, wheat, barley, oats, milo and other feed ingredients.

**Experiments in nutrition** have demonstrated that yellow corn is rich in the fat-soluble vitamin while white corn is deficient in it. If the other materials in the ration are deficient in this vitamin it is evident that yellow corn should be used; but where it is not a question of the fat-soluble vitamin, the relative values of white corn and yellow corn appear to be the same.—Staley's Hints on Feeding.

### Feed Movement in November.

Receipts and shipments of feeding stuffs at the various markets during November as compared with November, 1925, in tons, were as follows:

	Receipts—		Shipments—	
	1926	1925	1926	1925
Baltimore .....	1,547	1,449	.....	.....
Chicago .....	11,860	16,883	48,390	40,666
Cincinnati .....	450	3,030	.....	.....
Kansas City...	7,120	2,020	13,720	24,160
*Los Angeles...	133	197	.....	.....
Milwaukee ....	3,190	2,500	7,917	6,143
New York .....	1,480	.....	.....	.....
Peoria .....	28,640	38,080	36,411	37,760

\*Carloads.

### New Feed Trademarks.

**Peoria, Ill.**—A vertically striped escutcheon bearing an oblong open space containing the word "Empire," comprises trade mark 218,152, filed by the American Milling Co. to represent dairy feed.

**Baltimore, Md.**—The words "Farmer's Pride" arranged over a representation of a man in overalls feeding half a dozen hens from a sack, comprises trade mark 221,076, filed by Geo. G. Ruppertsberger & Sons, Inc., to be descriptive of poultry and livestock feeds.

**Gustine, Cal.**—A representation of a hen against a suitable background of a rising sun, the whole encircled with a band bearing the words "California Milk Mineral Co.," has been filed by that concern under trade mark 234,023, to be descriptive of poultry food.

**Omaha, Neb.**—Leonora M. McClung, doing business as Gro-Mor Feed Products Co., has filed trade mark 236,652 to be descriptive of feed for livestock. It consists of two horizontal stripes between which is shown the words "Gro. Mor" arranged one under the other. Over a portion of the lower stripe a seal is represented bearing the words "The Feed You Need for Hogs."

### Officers of Massachusetts Ass'n.

The annual meeting and election of officers of the Massachusetts Retail Grain Dealers' Ass'n was held at the Copley Plaza Hotel in Boston on Nov. 23.

Among the speakers at the dinner preceding the business session were Albert K. Tapper, pres. Boston Grain & Flour Exchange; Wilford A. Munson, director of extension service at Massachusetts Agricultural College; W. Sanford Van Derzee, pres., and Wilbur A. Stannard, sec'y, of the Eastern Federation of Feed Merchants.

At the election of officers Wm. M. Howard became pres. and James A. Sturges was re-elected sec'y-treas. A good attendance was enjoyed.

### Cream Meal Hearing.

In a preliminary hearing to determine the significance of the trade term "Cream Meal," held before the Food Standards Com'te at the Buro of Chemistry, Washington, D. C., on Nov. 30, this definition was given by C. J. Travis as meeting the approval of the American Corn Millers Federation:

"Cream Meal" is a granulated product of clean, sound corn from which the bran and proteins of the germ have been removed, ground to a fineness so that all will pass through a No. 22 standard wire screen and not more than 15% through a No. 72 standard grits gauze. It shall contain not more than 15% moisture and fat in the aggregate, and in no case more than 13½% moisture by the old method of moisture determination, and in no event more than 2½% fat by ether extraction.

The Cream Meal manufactured by members of the Federation corresponds to 70% patent flour. Other corn millers, whose product corresponds to 85% to 90% patent and is known in the trade as standard corn meal, contend

they should be permitted use of the term claiming their product contains more fat and more corn and as a consequence is better food.

The question before the com'te is whether or not the use of the term as a brand for high grade corn meal established it as a trade term signifying a definite standard? And whether or not it is within the jurisdiction of the com'te to limit the use of the term?

An announcement of the date of the final hearing will be made later.

### Wheat Duty Ruling Upheld.

A suit revolving around an importation of wheat from Canada in 1923 was decided by the United States Court of Customs Appeals, upholding the verdict of the United States Customs Court (formerly known as the Board of General Appraisers), in favor of the Washburn-Crosby Co. of Buffalo.

The milling concern had imported Canadian wheat which it entered as 107,248 bus. of wheat and 3,302 bus. of screenings. The customs collector classified the entire importation as wheat, contending the wheat and screenings should have been segregated under the supervision of the customs department at the expense and risk of the importer within 10 days after entry. This the importer failed to do and was accordingly charged the higher rate for wheat.

The section of the tariff law concerning the commingling of goods says:

Whenever dutiable merchandise and merchandise which is free of duty or merchandise subject to different rates of duty are so packed together or mingled that the quantity or value of each class of such merchandise can not be readily ascertained by the customs officers, the whole of such merchandise shall be subject to the highest rate of duty applicable to any part thereof, unless the importer or consignee shall segregate such merchandise at his own risk and expense under customs supervision within 10 days after entry thereof, in order that the quantity and value of each part or class thereof may be ascertained.

The court declared in its decision:

It is obvious that counsel for appellant have misapprehended the scope and effect of said section. Section 507 only calls for the imposition of the higher rate when "the quantity or value of each class of such merchandise cannot be readily ascertained by the customs officers." Therefore, as a necessary preliminary to the imposition of such higher rate, the inquiry in this case must be: Could the quality or value of the wheat and screenings in this importation have been readily ascertained by the customs officers at the time of importation?

The court indicated that use of a sampling device would have enabled the customs officers to affix the correct rates. Such a device had already proved that 97.3% of the importation was wheat and 2.7% screenings.

Said the court:

We are convinced, from an examination of the record in the case at bar, that the respective amounts of screenings and wheat in the importation in question here were readily ascertainable by the customs officers. This being true, it was the duty of the customs officers to so ascertain them and return the goods for duty accordingly. Not having done so, the court below was right, upon this record, in rendering judgment ordering a reliquidation, and its judgment is therefore affirmed.

### Exports of Feedstuffs.

Exports of feedstuffs during October, compared with October, 1925, and for 10 months ending with October, are reported in lbs. by the Buro of Foreign and Domestic Commerce as follows:

	October—		10 mo. ending Oct.—	
	1926	1925	1926	1925
Cottonseed cake ....	92,937,220	65,779,415	383,134,731	399,658,290
Linseed cake ....	53,972,478	39,961,011	487,434,364	533,962,105
Other oil cake ....	1,391,500	10,000	13,109,629	16,027,227
Cottonseed meal ...	55,291,921	35,315,887	179,154,970	170,593,498
Linseed meal ....	1,978,200	445,200	12,566,558	10,134,352
Other oil-cake meal	148,970	281,750	1,683,123	19,760,225
Bran and middlings	242,000	240,000	6,076,000	6,512,000
Screenings	5,038	1,955,090	6,036,668	8,382,210
Other mill feeds ...	948,000	1,904,000	14,198,000	28,530,000
Prepared feed ....	6,331,055	4,216,107	32,539,664	31,470,169

## GREENDALE FEEDS

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Poultry, Horse,  
Mule, Hog and  
Stock

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Ingredients  
Obtainable

CRACKED CORN

GROUND OATS

Get in early and handle the

COMPLETE LINE

GREENDALE MILLS, Inc.

JOHN A. SHIELDS, Gen'l Mgr.

Lawrenceburg, Ind.



## Supply Trade

**Minneapolis, Minn.**—Articles of incorporation have been issued to the Apex Mfg. Co. for the manufacture of grain cleaners, grain separators and farm machinery. The authorized capital stock is \$50,000. Incorporators are W. J., C. E. and S. E. Peterson, H. L. Johnson, A. Greguson, H. G. Berg and O. A. Malm.

**Chicago, Ill.**—The Weller Mfg. Co. has taken over the manufacture and sale of the White Car Door Opener. This opener has been on the market for some time. It has been thoroughly tried and users are loud in their praise of its efficiency. It is said to remove a door in two to five minutes and does not splinter or chip the boards, leaving them in condition to be used again.

It is plain that a commodity must be at least two-thirds sold before the salesman takes it to the prospect for the final consummation of the purchase. This means that there has to be a sufficient amount of good advertising to tell the story. . . . I say this with honest belief that I know what I am talking about—advertising must be counted upon to do considerably more than half the actual selling.—John N. Willys, president, Willys-Overland, Inc.

**Newark, N. J.**—A. W. Scarratt has been appointed ass't chief engineer of the Hyatt Roller Bearing Co. He is well known in engineering circles, because of his long association with tractor and power farm implement development, and former activities in electric railway and power house engineering fields. Because of the wide range of anti-friction bearing applications, and Mr. Scarratt's experience, he is a valuable addition to the Hyatt engineering staff.

**Chicago, Ill.**—Altho a large group of building contractors have made a new agreement with their organized workers providing for arbitration and no restrictions, the Landis Award Com'te, which is responsible for the improved building conditions that brought about the new agreement, altho it had no part in the negotiations, will continue to function. The Com'te invites public support of the Landis Award contractors; and, thru the Valparaiso Construction Co., guarantees that no strike will stop work on any Landis Award contract.

**Chicago, Ill.**—Industrial signals are fully described and illustrated in Bulletin No. 53 of the Benjamin Electric Mfg. Co., just issued. The Benjamin Industrial Howlers are used for superintendent's calls, stopping or starting operation, fire alarms, signals and calls, especially where other noises are excessive. The visual signals listed in this bulletin are of special interest to elevator builders who may wish to specify warning or guiding lights. Buzzers and bells of vibrating or single stroke add to the completeness of the Benjamin line. Copies will be sent readers of the Grain Dealers Journal on application to the company.

**Indianapolis, Ind.**—The flour mill machinery manufacturing business of Nordyke & Marmon, Inc., has been bought by the Allis-Chalmers Mfg. Co. The deal includes tools, dies and plant equipment, which will no doubt be moved to Milwaukee, Wis. The two companies have long been competitors in the mill machinery field. The Allis-Chalmers Mfg. Co. represents the consolidation of a number of machinery manufacturers made in the last few years. The Nordyke & Marmon Co. was established in 1851 in Richmond, Ind., by E. and H. Nordyke. In 1866 D. W. Marmon bought an interest in the business and the firm of Nordyke & Marmon Co. was incorporated in 1871. In order to permit growth, the firm was moved to Indianapolis in 1876. It developed a world leadership in the manufacture of flour mill machinery.

**Minneapolis, Minn.**—Carter Disc Separators have recently been ordered by the following: Thos. Robinson & Son, Ltd., Sydney, Australia; Muffets Corp., Depew, N. Y.; Monte Vista Flour Mills, Monte Vista, Colo.; Walters Mill, Buffalo, N. Y.; Wolcott's Mill, New Haven, Mich.; Bradford & Sons, Franklin, Idaho; Ballard & Ballard, Louisville, Ky.; Bishopville Mfg. Co., Bishopville, S. D.; Washburn-Crosby Co., Buffalo, N. Y.; Lake Charles Rice Mfg. Co., Lake Charles, La.; Blue Earth City Mills, Blue Earth, Minn.; Monmouth Co-op. Cry., Monmouth, Ore.; Commander Mill Co., Stillwater, Minn.; Leon Mfg. Co., Leon, W. Va.; Stroms Co-op. Elev. Co., Bottineau, N. D.; Riverside Fars. Elev., Newburg, N. D.; Equity Union Exchange, Miller, S. D.; Adams Grain Co., Adams, N. D.; Farmers Elev. Co., Ambrose, N. D.; Andrews Grain Co., Winneawaukan, Regan, Turtle Lake, Milnor and Gilby, N. D.; Ogilvie Mills, Ft. William, Ont.; Ada Farmers Co-op. Elev., Ada, Minn.—Carter-Mayhew Mfg. Co.

### The Moving of Huntley.

The Huntley Mfg. Co. of Silver Creek, N. Y., has passed into the Huntley Mfg. Co. of Brocton, N. Y., its plant having been practically moved to its new factory buildings illustrated herewith.

It is now running full force at Brocton, with the machinery in place and in operation, using Niagara Falls electric power. The company anticipated using only a portion of the buildings at the start, but found that it would require practically all of the available space in order to house the new machinery as well as the machinery moved from Silver Creek and the force of men employed and to be employed.

Production is increasing daily. For a short period there necessarily was some confusion. But taken as a whole, the plant has been moved and placed in position with very little difficulty, all of which has now been smoothed out. It naturally curtailed production for a very short period, which has put the company back somewhat on deliveries, but this situation has been overcome and rapid strides are being made in getting everything set for a decided increase in production within a short period. Ease and quickness in handling all raw materials into the works and finished

product direct into the car will make a big difference in output of Monitor machines.

### William Watson Dead.

Wm. Watson, one of the best known salesmen of grain handling machinery, died Dec. 1 of pneumonia at Wesley Hospital, Chicago. Altho apparently in the best of health a year ago, he had been losing strength for several months past.

He was born at Hardnet, England, Nov. 13, 1865, and had served as millwright in various English mills, before entering the employ of the S. Howes Co., 41 years ago. For 21 years he represented that company in Great Britain, Ireland and the continent, traveling the entire continent. After coming to the United States he spent one year with the company at Silver Creek, and later was, for 19 years, the company's representative in the middle west, with headquarters at Chicago.

He enjoyed a wide acquaintance among the flour millers, malsters and grain elevator operators thruout Europe and the United States.

He is survived by his widow, one son, Stanley, who is sec'y and sales manager of the S. Howes Co., and two daughters, Hilda and Doris. Interment was at Mount Hope Cemetery.

### Georgia Demands Inspection Certificates.

Compulsory inspection and grade certification of all grain, as suggested by the United States Department of Agriculture, will be made effective in the state of Georgia in the immediate future.

Under the new arrangement a certificate furnished by a federal licensed inspector at the source must accompany each shipment of grain into Georgia. The ruling is important to that state since it generally consumes much more grain than it raises.

It is very probable that Alabama will institute the same ruling.

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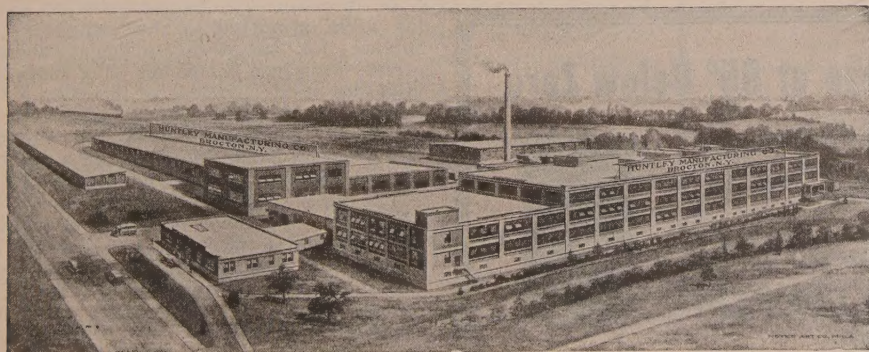
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Huntley Mfg. Co. Now Occupies New Factory at Brocton, N. Y.



## Patents Granted

**1,608,508. Eccentric Drive for Screens.** Richard S. Jacobsen, assignor to Webster Mfg. Co. Combined are a drive pulley, a uniformly rotating shaft, a pair of bearings supporting the shaft eccentrically, an eccentric disk mounted on the bearings eccentric to the shaft, and means connected to the shaft between the bearings for driving the eccentric disk.

**1,608,957. Grain Door.** Edward Posson, Chicago, assignor of one-half to Frederick C. Maegly, Harris Trust & Savings Bank and Egbert H. Gold, executors of said Edward Posson, deceased, assignors of one-half to Fay E. Posson. A plurality of complementary door sections are guided successively to the upper part of the door opening. Some of the sections are guided in one direction only from the upper part of the door opening longitudinally of the car, and other means guide the other sections on the other direction only from the upper part of the door opening.

**1,608,041. Sack Filler.** Arthur J. Smith, Wasco, Ore. For vertical movement a platform is supported in a structure having shafts journaled beneath the platform in transverse spaced relation, cams on shafts having their cam surfaces facing in opposite directions and arranged to ride against the under face of the platform and lift the platform when the shafts are rotated, means to impart simultaneous rotation to shafts in opposite directions to cause the cams to have movement in opposite directions along the platform while lifting them, and means carried by one of the shafts for driving them.

**1,607,001. Corn Sheller.** John M. Kane, Kanakee, Ill. This sheller has a casing formed with side walls having vertical inner faces and longitudinal corrugations on the inner faces and with a group of longitudinal shelling bars spanning the space between the lower edges of the

side walls, of a rotary beater in the casing carrying on its end portions ear feeding and cob ejecting devices and on its intermediate portion radial projections co-operating with the corrugations and shelling bars to shell the corn from the cob.

**1,607,812. Weighing Scale; and 1,607,813. Weighing Machine.** Alfred Bousfield, St. Johnsbury, assignor to E. & T. Fairbanks & Co., St. Johnsbury, Vt. The combination with a weigh-beam and a load transmitting rod, of means including a perforated plate disposed on the longitudinal center line of the beam for connecting the rod to the beam. In a weighing machine, the combination with a weigh-beam and a load transmitting rod, of a plate pivoted to the rod and to the beam, both pivotal connections being rockable at right angles to each other.

**1,608,136. Grain Cleaner.** Chas. B. Prichard, Gardner, N. D. The grain cleaner comprises a gang of sieves positioned in inclined relation, a second gang of sieves positioned below said first gang and arranged with a portion thereof projecting inwardly beyond the lowermost edge of said upper gang, a third gang of sieves at the end of said second gang of sieves, said third gang being arranged with its upper sieve in substantial alignment with the lower sieve of second gang, means for dropping lower gang of sieves below the surface of the lowermost sieve of second gang.

**1,606,265. Grain Door.** Wm. Carl Schulz, Beiseker, Alberta, Canada. The door comprises side frame members; transverse door sections slidably mounted upon one another; interlocking closure members formed on the edges of said door sections; a rack carried by each door section; each of said side door frame members being provided with openings to receive the door sections; a main operating shaft; operating means carried by said main operating shaft; and a pinion locked with said shaft and adjustable longitudinally thereon for engagement with any one of the racks to operate the door sections on which the rack is carried.

**1,607,033. Feed Grinder.** Luther H. Young, Oakland, Neb. The grinder comprises a concaved screen, a cylinder journaled for rotation

above the screen, a hood disposed over the cylinder and screen and having a material receiving opening, the hood having at the upper side of the opening an inwardly disposed concave apron, the lower edge of which is spaced above the cylinder, a beater located exteriorly of the hood and opposite the apron and above the lower edge thereof, a beater located under the hood and vertically above the center of the cylinder, and a third beater located under the hood and at the side of the second mentioned beater and above the side portion of the cylinder.

**1,606,266. Grain Door.** John A. Shishuk, Minneapolis, Minn. Combined with a car and door closing section therefor are a door holding means comprising a body, bolts extending through the body and the car door frame, and a movable abutment having slots therein receiving the bolts and formed at their ends with upturned latching notches for cooperation with the bolts, the abutment being slidable on the bolts from inoperative latched position within the body to operative latched position for holding one end of the section against outward dislodgment from grain sealing position, the bolts serving as guides for the abutment and also to secure the body to the car door frame.

### Insurance Notes.

When the oil in the moisture tester boils over upon the flame the entire plant may be saved from destruction if the tester was set on a metal covered table or in a large pan, and away from combustible partitions. It is just as well to have a fire extinguisher at hand.

**Doland, S. D.**—Jesse Smith, formerly connected with the Farmers Elevator Co. here, is now representative and inspector with headquarters here for the H. M. Giles Mill Mutual Fire Insurance Agency in place of H. J. Smith, of Watertown, who has removed to West Palm Beach, Florida.

**Marine insurance rates on the Great Lakes** advanced one quarter of one per cent following midnight of Nov. 30. At midnight on Dec. 4 they increased again the same amount effective until Dec. 9, when at midnight they were again raised a quarter of one per cent. Navigation is scheduled to close at midnight, Dec. 12.

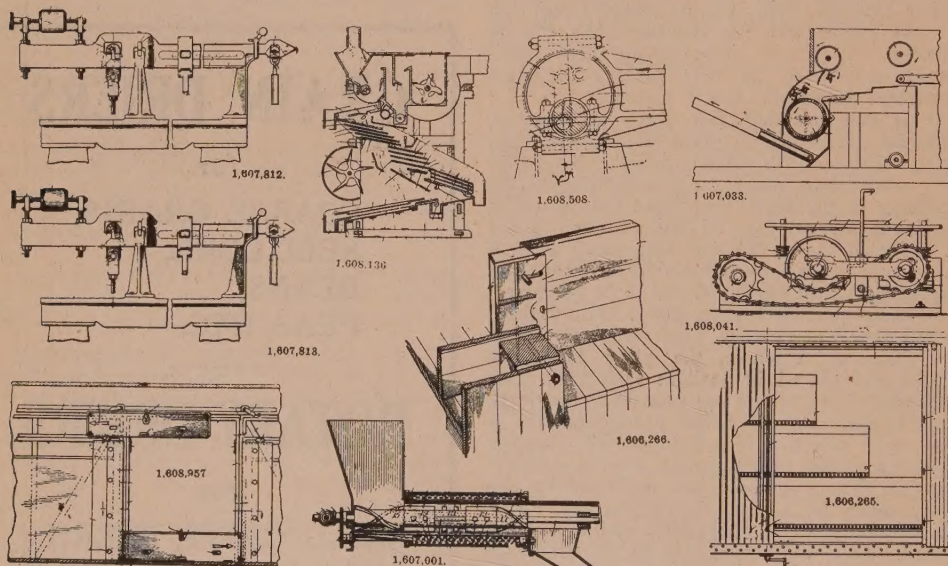
**Dealers using copper carbonate to prevent stinking smut** are cautioned to wear a mask over the nose and mouth when treating grain. The dust causes irritation, nausea, and sickness if inhaled. In so far as possible, the treating should be done in the open or in a well-ventilated place.—Buro of Plant Industry, U. S. Department of Agriculture.

**Atchison, Kan.**—A special meeting of the stockholders was called by the Blair Elevator Corp. to determine the action to be taken against the Underwriters' Grain Ass'n for claim adjustment. Damage was done its tanks by fire and the insurance adjustment proved unsatisfactory. The Corp's claim is based on an extensive survey of the damage, made by Horner & Wyatt, construction engineers of Kansas City.

### State Insurance Rejected.

An outstanding feature of this year's election was the result of the vote upon a referendum petition in the State of Missouri which dealt directly with the question of whether the public preferred to have compensation insurance for industrial accidents handled by private insurance companies or a monopolistic insurance fund operated by the state. Proposition No. 1 favoring private initiative received a majority of about 200,000 and Proposition No. 3, which would have created a monopolistic state fund, was defeated by 125,000 votes.

The people of Missouri apparently recognized that state funds have proved to be woefully deficient in such matters of service as the reduction of accidents and in such methods of operation as the adjustment of claims. The voters refused to countenance any governmental interference with a business which belongs properly within the sphere of private operation.



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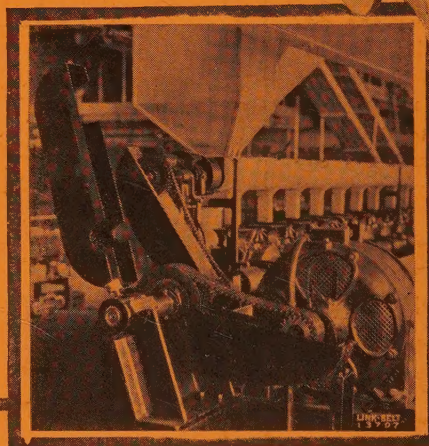
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